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- 6.—Cold Veal and Ham Pie, Mixed Salad
- 7.—Roast Potatoes
- 8.—Boiled Potatoes
- 9.—Hashed Brown Vegetables
- 10.—French Beans
- 11.—Toast Pudding
- 12.—Fruit
- 13.—Tea
- 14.—Coffee

UNDER THE PUNKAH.

By J. PENN.

I regret to say nobody saw fit to act upon the broad hint I gave last week about disposing of any bottles or barrels left over after the motorcyclists had finished "filling-up." Ah, well, as John Henry would say, there's no luck about some people's faces, and mine must be one of the unlucky ones. I know in my young days, when I used to play football, whenever anybody wanted a face to tread on, mine seemed to be always immediately available. Still, since then I have cultivated a crop of face fungus which conceals most of the marks made by the slings and arrows of outrageous fortune, but the "bad joss" apparently sticks to my features as tightly as the whiskers. Ah, well! It'll be all the same a hundred years hence, but I am a bit disappointed at nobody having risen to the bait.

I feel, in fact, as depressed as the Scotman who had a nice Christmas pudding sent to him, and was still not satisfied. "Ye're no lookin' cheerfu', Andra, man," said Tom, with anxious concern. "I'm no cheerfu'," grumpily replied Andrew. "Ye mind Donald and Agnes—they went to Australia. They've a gran' vineyard, and they sent me a pudden made wi' Australian raisins."

"Ye lucky auld deevil!" enviously exclaimed Tom. "The best kind of pudden!" "Lucky!" burst out Andrew with bitterness. "They've no puttin' any truncheons in it!"

"Weel, ye still hae the pudden!" snapped Tom. "Aye, we still hae it," admitted Andrew gloomily, "but it's just a ruin!" So seventeen thousand dollars worth of damage was done to the dear old Kausing when he bumped on a rock some months ago. I suppose nothing more would have been heard of this little matter but for the awkward fact that somebody has to make good the damage! When reporters went to see the Harbour-master to verify a report that our tame lame duck had hurt herself rather badly, the unlucky scribers were sent off with a flea in their ear.

They asked the Harbour-master if it was true that it would cost \$10,000 to patch up the Kausing, and his Eminence (metaphorically) kicked them out for being too inquisitive. "It is a departmental matter," he said. "If I had desired the information to go to the public, I would have placed all details on the Press table for you!" And now, after two months, the truth is dragged out at a meeting of the Legislative Council, which had to be asked for its approval of an application by the Harbour Department for the trifling sum of \$17,190 for repairs to the dear old bird. It also now appears that an inquiry has been held into the accident, and suitable punishment inflicted, although even these facts have been hushed up.

until the Legislative Council literally squeezed the information out of an uncommunicative official.

Why this secrecy! When some unlucky merchant skipper gets into trouble, he is hauled up before a public tribunal and examined and cross-examined, and re-examined until beads of perspiration and all the available facts have been brought out, after which the "judges" solemnly and publicly pronounce their views as to his culpability or innocence. I suppose there is some explanation of the different methods of doing things, but I am dashed if I know what it can be.

Many manly chests must have swelled with expectant pride at the news of ten silver-gilt medallions being ordered—together with ten paper scrolls—for presentation by the Government to public-spirited citizens in recognition of services rendered to the Colony. My own mainly bosom expanded to such an extent that I had to shake out a reef in my waistcoat to relieve the tremendous strain upon the buttons. I can name right off at least a hundred fellow-citizens who quite dispassionately consider themselves entitled to recognition, and there are probably several hundred more no less convinced of the justice of their claim.

Alas and alack, it now appears that these "certificates of honour," with accompanying silver-gilt medallions are intended for presentation only to Chinese and Indian residents. Once again my hopes are dashed to the ground. None of the twenty-six letters of the alphabet have been yet allotted to me for use before or after my name, and now I find myself frozen out of the latest scheme for giving official and public recognition to men who have rendered service to the Colony. It is a quarter of a century since I first pressed the imprint of my well-shaped feet upon the sands of our lovely harbour, and to think that not even yet do I get a silver-gilt medallion and a scroll. Instead, I get a dud dollar pushed on to me at least once a week, (and am never lucky enough to pass it on), while the only thing in the shape of a scroll that comes my way is a roll of unpaid bills. It's a hard, cold, and crool world.

It will not be long before somebody discovers that a new and wider method for recognising public service is necessary, so I hasten to butt in with a suggestion all ready for the next emergency. Let us make the letters of the alphabet, starting at Z. Any citizen who pays his taxes, car, dog, marriage, and other licences regularly without grumbling on due date for five years shall have authority to put "Z" after his name. Motorists who have not once exceeded the speed-limit and never failed to observe all signals and rules of the road for a period of one week shall have the letter "Y" placed after

their names, and so on and so on, until we work back to "A," which might be reserved for citizens who always pay shroffs on their first visit. Then we can start on medals and "certificates," but these should be also graded, so that all classes of public service may be recognised, from pile-drivers to sky-pilots. Then we can start with the alphabetical combinations already in vogue, until eventually it will be quite a distinction not to have a distinction of some sort.

"Oh, listen to the band!"—but not only in Kowloon, if you please. It is all very fine for the Scotsmen on the other side of the harbour kindly undertaking to make all the necessary arrangements for public band concerts in Kowloon—bar the very necessary arrangement for paying for the entertainment. And the Government has been kind enough to hand over twelve hundred of my hard-earned dollars to the Kowloonites on condition that admission to the band recitals will be free to those who don't want to pay! Since when has Kowloon become a suburb of Aberdeen? I am very glad to see somebody had the courage to say a word in the Legislative Council for Hong Kong beyond simply agreeing to finance Kowloon's musical ambitions. Now that is public service, if you like, and deserves two medallions of best E.P., and a case of stainless cutlery.

To-day (which will be yesterday when you read this, dear reader) is St. Valentine's Day. In my young days this was the occasion for (1) sending a very pretty card to your best girl and (2) sending a very ugly picture with some very spiteful "poetry" under it to the girl (or girls) who had treated you badly. I understand this custom has gone out of vogue completely (1) because nobody has a "best" girl nowadays, and (2) it is quite in order to be as spiteful as you like in ordinary conversation, thus making it quite unnecessary to resort to anonymous communications through the post as a medium of expressing contumely. Besides, what's the matter with the telephone?

And speaking of love affairs, there was a great do-up at the Brown-Smith's place last week. The daughter of the house had come in with the news that she was engaged, and no one approved of her choice. Nobody ever does! Mother had done her best to dissuade her; now it was father's turn. "My dear Millie," he said, "you would be making the biggest mistake of your life. Surely you couldn't bring yourself to marry such an awful flat as that fellow! Take my advice and think twice over it."

Millie tossed her head in defiance. "Why shouldn't I marry him?" she said. "He may be a flat; but, having a car, a house of his own, and a couple of thousand a year, he is at least a flat with every modern convenience."

Diary of Coming Events.

To-day.

(February 15.)

Hockey: Kowloon Ladies v. Recreation, 3 p.m.
Central British School, Annual Sports, King's Park, 2 p.m.
3rd. H.K. Annual Marathon, 3 p.m.
H.K.C.C. Tennis Tournament, 4.30 p.m.
Football:—Shield Competition, Senior: Royal Artillery v. South China, Police v. Kowloon, Club v. Navy, Chinese Athletic v. Somerset, Junior: Kowloon v. Chinese "A" Somerset v. South China Club v. Eastern, Chinese Athletic "B" v. Ewo.
League Cricket:—Division I: C.C.C.C. v. Royal Navy, Kowloon C.C. v. H.K.C.C., University v. Army, Division II: R.E. & S. v. R.A.O.C., H.K.C.C. v. Craigengower, Recreation v. University.
Friendly:—Division II: C.C.C.C. v. R.A.S.C.
St. John's Hall, Concert and Dance, 8 p.m.
Dance: Sailors' and Soldiers' Home, 8.30 p.m.
Craigengower C.C. Bachelor's Ball, 9.15 p.m.
The English Singers, Theatre Royal, 9.15 p.m.
Queen's Theatre: "The Valiant."

Sunday.

(February 16.)

Fanling Hunt and Race Club: Inter-Port Meeting at Canton, and Hounds Meet, Kwantia Race Course, 3 p.m.
Cricket: Combined League v. K.C.C.C., Kowloon C.C. ground, 11 a.m.
Queen's Theatre: "The Show Boat."
World Theatre: "Peril of the Jungle" and "Beyond the Sierras."
Star Theatre: "Everybody's Acting."
Tea Dance: Repulse Bay Hotel, 4.30 p.m.
Monday.
(February 17.)
Criminal Sessions Open, 10 a.m.

Annual General Meeting of Lady Helpers, Naval and Military Y.M.C.A., 11 a.m.
St. Mary's School, Kowloon, Prize Giving, 5.30 p.m.
Queen's Theatre: "The Show Boat."
World Theatre: "Peril of the Jungle" and "Beyond the Sierras."
Star Theatre: "Everybody's Acting."
Tea Dances: H.K. Hotel, Peninsula Hotel, 5 p.m.
Dinner Dances: H.K. Hotel and Peninsula Hotel, 8.30 p.m.
European Malls:—Inward: Europe v. Siberia (Cheongching), Outward: Europe v. Victoria, B.C. (President Lincoln), 5 p.m., and v. Siberia (President Lincoln), 6 p.m.
Tuesday.
(February 18.)
Sanitary Board Meeting, 4.15 p.m.
Lantern Lecture by Dr. Wellington: "The Life of a Mosquito," Helena May Institute, 5.30 p.m.
Queen's Theatre: "The Show Boat."
World Theatre: "Trent's Last Case" and "The Adopted Son's Victory" (Chinese picture).
Star Theatre: "The Crowd."
Tea Dances: Hong Kong and Peninsula Hotels, 5 p.m.

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FASCIST THREATS TO PUBLISHER.

"ALL THE POLICE WON'T SAVE YOU."

STORY OF ITALIAN PRISONERS' ESCAPE.

Mr. George Palmer Putnam, a publisher well known in London and New York, told a reporter of threats which have been made to blow up his offices and take personal revenge upon himself if he publishes a particular book. The book describes the experiences of three political prisoners who escaped from the Italian penal island of Lipari.

Mr. Putnam showed that he regarded the threats lightly, but while he told his story in his office in Bedford Street, Strand, a Scotland Yard detective was on duty outside the building.

The book, the manuscript of which Mr. Putnam had by his side, is by Francesco Nitti, who, with Emilio Lussu and Carlo Rosselli, made a sensational escape from Lipari in July. Francesco Nitti is a nephew of ex-Premier Nitti, who is a political exile in France.

"The day after it was announced in the Paris edition of a New York paper, on December 16, that G. P. Putnam's Sons would publish the book I received in London a threatening postcard," Mr. Putnam said. "It very definitely assured me that if we persisted in our intention to publish the book I should not get on board the steamship for America. I did not take this threat seriously, and threw the postcard in the waste-paper basket."

Mr. Putnam showed the reporter several threatening letters, which followed the postcard, the last of which arrived, on Thursday. One was written in Italian. The others were in English, one being typed.

Scotland Yard Informed.

A letter signed "The Fascists of Paris" said: "Fascism will not tolerate such an offence. We and our New York correspondents will know what to do. All the wretched police in New York will not be able to prevent your establishment being blown into the air with two bombs. We have already warned the Fascists of New York. For your own safety and security, you must not publish Nitti's book."

Other letters were signed "Giovanni Martini, on behalf of a group of Fascist comrades," "A Black-shirt," and "The Fascist Executive." "Mr. Putnam risks his life to gain some dollars. A cunning Fascist vengeance will find him wherever he may hide himself," were threats used by "The Fascist Executive." All the letters have come from Paris.

Mr. Putnam is not inclined to regard the threats seriously, but he said that he informed Scotland Yard of them on the advice of a distinguished British politician with whom he lunched yesterday. "The politician took me to the Yard, and I am very grateful for their courtesy."

"I have been held up to contempt, but I have never been physically threatened before," he said, adding, with a cheery laugh, "it gives me a new experience, which is very desirable. Publishers need to keep abreast of the times."

A Practical Joke?

"I am sailing to-day for New York, and while I am inclined to think the letters may have been written as a practical joke I think I shall inform the steamship authorities of what has occurred." Mr. Putnam said he had kept a close watch on the manuscript of the book, but so far as he knew no attempt had been made to steal it, nor had he been shadowed in London. "We have no axe to grind in publishing the book," said Mr. Putnam. "We are not anti-Fascist, and would publish a Fascist story to-morrow if it were true and would make a saleable book. Though I am not anti-Fascist, however, I subscribe to the disarmament of 'hitler-threatening Fascists,' he added with a laugh.

"The book, which will probably be called 'The Escape,' is an actual story, and tells of some things which it is almost unbelievable could exist in this enlightened age. Ex-Premier Nitti has written the introduction, in which he says that the three men were deported because they were opposed to Fascism. They were not tried by any judge. They could neither defend themselves nor accuse."

POINTS GOVERNING THE KICK-OFF.

HOW PLAYERS CAN SAVE LOSS OF TIME AND TEMPER.

[Here is another of the series of articles being contributed by Mr. Arnold Joseph, the well-known referee to the "Daily Express," London.]

It is customary at times, at the official opening of a new stand or some other special occasion, to invite a popular person or patron to kick off. This, however, is now only permissible in charity matches, namely, those played under no "organization" or competition rules. Where it has been desired to overcome the difficulty, a non-player has kicked off a minute or so before the official time, the play stopped immediately, and the game begun at the appointed time.

An official decision added to Law 2 states: "The practice of kicking off by persons other than the players competing in a match is prohibited, except in charity matches." Before the kick-off is taken, the usual preliminary is the throw up, the home captain, as a rule, carrying out the duty, the visitor making the guess. If successful in his call, then he has either the choice of ends or the kick-off. It is important that the referee should note which side kicks off at the beginning, for after the change of ends the ball must be kicked off by the other side.

Though apparently a simple matter, it is surprising how often one finds players erring in taking a place kick. There are several points to be observed, each important in its own particular way. Law 2 states that "no player on either side shall pass the centre of the ground in the direction of his opponents' goal until the ball is kicked off."

Correct Positions.

This means that the eleven players of each side must be in their respective half of the field, and it is the duty of the official in charge to see that this is always carried out. Of course, players themselves can greatly facilitate matters by quickly getting into correct positions, and no game should be begun or resumed until all is in order.

The law continues, "The game shall be commenced by a place kick from the centre of the field in the direction of the opponents' goal line." Though an easy matter, it sometimes happens that the kicker fails to do so, more by accident than intention, and in such a case the ball must be replaced on the spot and the kick-off taken again.

Occasionally, we find opponents approaching towards the ball immediately the whistle blows, but this is merely a signal for play to start, and the opponents must not encroach within the ten-yard radius circle until the ball has been played, for the law states, "No opponent shall approach within ten yards of the ball until it is kicked off."

One can now realise the importance of having the circle correctly drawn round the centre of the field of play. If, of course, players willfully encroach, a caution must be administered, and if repeated then there is no alternative but that the offender must be ordered off the field of play.

It is important to bear in mind that before the ball can be "in play" it is essential that it must have travelled the distance of its circumference at least, namely, about twenty-seven inches. Failure to observe this important point would make it necessary for the kick-off to be taken again. After the ball has been properly kicked off, the second and other players may play it in any direction.

It is interesting to note that in the instructions to referees laid down in the Referee's Chart it states: "That a free kick must not be awarded for any breach of this law." By adhering to the many points governing the kick-off much waste of time and, at times, expressions of unpleasantness, could be so easily obviated.

HOW TO AVOID INDIGESTION.

AN EASY WAY TO DO IT.

In most digestive troubles, excess acid and fermented food have a tendency to remain in the stomach until the next meal is eaten. That is why intense pain so often follows immediately after eating. In cases of this kind, digestive disturbance can be absolutely prevented by taking half a teaspoonful of "Bisurated" Magnesia powder or two or three tablets in a little water half an hour before eating. This neutralises the acid, and in effect washes out the stomach, leaving it clean and sweet for the next meal. Get a package of "Bisurated" Magnesia from your chemist to-day. Take it before your next meal and note the absence of the usual pain and discomfort. In very bad cases take another dose after meals, to make assurance doubly sure.

"I WANT TO DIE."

DESPAIRING CRY OF CAR VICTIM.

"LIFE SO UNKIND."

"I want to die. Life has been so unkind to me all along."

In these poignant phrases Aida Bradley-Mihalop, the beautiful victim of the blazing car tragedy at Wimbledon epitomised to a woman friend experiences which had led her to the despair of complete unhappiness.

Miss Mihalop, Flight-Lieutenant Francis Lawson, with whom she had lived as his wife for four years, and a motor-cyclist named William Wild, were killed instantaneously in the collision between the car driven by Flight-Lieutenant Lawson and Mr. Wild's motor-cycle.

At the inquest it was revealed in dramatic fashion that the dead woman was not Flight-Lieutenant Lawson's wife.

The story of one unhappy romance that followed another was narrated to a Press representative by a woman friend.

"Aida was engaged at the outbreak of the war," she said, "and when her fiancé was killed in action, she did not recover from the blow till long after the war."

"In fact, she did not seem happy again until she met Flight-Lieutenant Lawson in a train on the Continent. Afterwards I thought she was happy, and I was surprised when she told me she was unhappy not long after her supposed marriage."

"Nothing in Life."

"She said to me 'There is nothing in life for me. I want to die. Life has been unkind to me all along.'"

"I did not pay much attention to these remarks, but when she repeated them some time later I felt something was wrong. I never really felt they were married."

In a pretty little flat in Moreton Terrace, Kensington, Mrs. Mihalop, the seventy-year-old mother of Aida Mihalop was engaged in the sad task of packing her dead daughter's belongings.

"My daughter was the dearest thing on earth to myself and my son," she said. "We never thought—never dreamed—that she was not the legal wife of Frank Lawson."

"I was so proud of my 'son-in-law,' who received the first Air Force Cross at the hands of his Majesty the King in 1914."

"With deepest regrets from 'V.'," was the inscription on a cross of flowers carried on the coffin at the funeral at Wimbledon Cemetery of Flight-Lieutenant Lawson.

The cross was made of red carnations, lilies, and chrysanthemums, and came from Flight-Lieutenant Lawson's widow.

TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY Z.B.W. ON 355 METRES.

11 to 11.30 a.m.—Commercial News.
12.30 to 1.30 p.m.—Demonstration programme.

1.48 p.m.—Weather report.
7 to 9 p.m.—Experimental programme.

9 p.m.—Opening Overture supplied by Messrs. Tsang Fook Piano Company.

"Midnight Reflections," Paul Whiteman and His Orchestra. Local football results.

9.15 p.m.—Programme of Victor record dance music supplied by Messrs. Tsang Fook Piano Co.

11.30 p.m.—Close down.

SUNDAY.

10.55 a.m.—Morning Service relayed from St. John's Cathedral.
12 noon to 1 p.m.—Chinese programme.

1.48 p.m.—Weather report.

7.48 p.m.—Evening weather report.

9 p.m.—Programme of Victor records supplied by Messrs. Tsang Fook Piano Company.

"Ruralia Hungarica—Gypsy Andante" (Debussy), Op. 32, No. 2, Fritz Kreisler.

"Dobrynia Nikitich" (The Flower Song), 1. Berceuse (Cradle Song), 2. Snow Drop (Children's Song) (Alexandre Gretschninoff), Nina Koshetz.

"Capriccio Italian" (Italian Caprice) (Tchaikowsky, Op. 45), Leopold Stokowski and the Philadelphia Orchestra.

9.55 p.m.—A relay from the Queen's Theatre.

"Morning, Noon and Night" (Suppe), The Theatre Orch.

"Show Boat" The Prologue and Opening Scenes of the Talking Picture.

10 p.m. (approx.)—Gramophone programme.

"Symphony No. 4, in D Minor" ("The Clock") (Joseph Haydn), Philharmonic Symphony Orchestra of New York.

"Midsummer Night's Dream—Scherzo" (Mendelssohn), Philharmonic Symphony Orchestra of New York.

10.30 p.m.—Close down.

RUMANIAN PRINCESS ENGAGED.

TO A SON OF DAISY VON PLESS.

The Princess Ikana, youngest daughter of Queen Marie of Rumania, is reported by a Bucharest newspaper to be engaged to Count Alexander Frederick de Hochberg, son of Daisy Cornwallis West, Princess of Pless.

The newspaper states that the engagement was agreed to in secrecy at the winter resort of Predael, and the official announcement will be made shortly. Queen Marie and a few members of the Rumanian Royal Family have been at Predael, but no formal ceremony will take place.

The Count of Hochberg is a godson of King George and was educated at Oxford. He took up a position in a London Bank at the end of 1923. The Pless estates were incorporated in what is now Poland. A Bucharest message says the Count is one of the wealthiest members of the German aristocracy.



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SUNDAY SERVICE, February 16, 1930, at 11.15 a.m.

Subject:—SOUL.
The Sunday School is held on Sunday Mornings at 10 o'clock.

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ADVICE FOR INVESTORS.

READERS are reminded that inquiries relating to the share market are answered on page 11 every Tuesday by "Kufan." Letters should be sent to this office, and must be accompanied by writer's name and address, not for publication. Letters should be addressed to "Kufan," care of the Editor.

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CAMP FIRE YARNS.

[By Lt.-Gen. Lord BADEN-POWELL of GILWELL.]

[Special to "Hong Kong Daily Press." All Rights Reserved.]

The Prince of Wales has gone off to Africa again, where he is sure to see, among other things, a good many of his brother Scouts. If they are as good a lot as the sample which we saw at Arrowe Park, His Royal Highness will have no reason to be ashamed of them.

I have been nine times to South Africa, and I don't mind how soon I go back there again.

People are always asking me which is the finer harbour, Rio or Sydney, and I generally answer "Table Bay." For I think that though Rio is the most beautiful and Sydney the prettiest, Cape Town, with its open sweep of Table Bay and the mighty mountain above it, strikes one as the finest.

I have lived there for three years, and have visited it again and again. I am never tired of seeing it.

Behind the city of Cape Town rises a great granite wall or mountain some 4,000 feet in height, quite flat along the top. This is Table Mountain.

On the left of it, as seen from Table Bay, there stands a peak which looks as though it had been broken off from it by some giant's hand. This is called the Devil's Peak.



Laying the Table Cloth on Table Mountain.

The "Table Cloth."

Sometimes upon the clearest day a little wisp of cloud will be seen hanging upon the top of Table Mountain, and this will grow and grow until it soon covers all the top with a long flat sheet of white, which stays for hours, always to be followed later on by violent wind and storm from the south-east.

This cloud is called the Table cloth. Sometimes it gets more loose and covers all the mountain up in clouds.

As you sail away from South Africa the last thing that you see is the top point of Table Mountain.

I remember last time a cloud had just come over it out of a clear blue sky, just before our ship steamed out of Cape Town Docks, and as we slid out to sea with our bows pointed homewards nothing was visible of the mountain. He had completely hidden himself under a curtain of cloud.

"Old Man Mountain."

But as we drove further and further away and could no longer see the shore, up above the cloud his strong grey head appeared, just as if to give us a smiling farewell before we sailed away for good.

Every time I have been in South Africa I have started out from under the shadow of the great mountain and gone far across the veldt to very distant scenes, doing the work that had to be done, sometimes in sunshine, sometimes in rain, sometimes well, sometimes ill.

Sometimes the work was difficult or unpleasant, sometimes easy and delightful—it all had to be done, and then at the end of it I returned—back to the old mountain. I always looked out for his rugged old head as I came South and felt that the trip was over only when I was back on his shoulder again.

The Lesson of the Mountain.

It always seemed to me very much like our life. We start out from the hand of the Great Maker and go for our trip in the world, sometimes in trouble, at other times in prosperity, sometimes praised, often found fault with; sometimes having to tackle the greatest difficulties; and at others finding things run as smoothly as oil.

In the end we come back to our Maker, whether we have done evil or good.

Those who have done evil are afraid to come back—they fear Death—but the fellow who has Done his Best comes back with no fear upon him. He can truthfully say to God:—"I have tried to do my duty—I have done my best"—and no man can do more than that.

For a Boy Scout or Girl Guide this should be easy.

You know that your duty is to carry out, to the best of your ability, first your Promise and secondly your Law.

Remember what both of these are and try to carry them out. Then you will have done your duty.

TREE-TOP CAMERA WORK.

WONDERFUL FILMS FROM KENT.

Nature photographers have gone far afield into the bush and the jungle for the wonderful spoils of camera hunting. They have spied into the domestic life of monkeys and carnivores, while Captain C. W. R. Knight, with his tree-top photography at the Royal Society of Arts in London, has been content to lay his harmless traps for birds and woodland creatures no farther away than Kent. Captain Knight prepares his traps for herons and long-eared owls with infinite caution and patience, allowing his sitting birds weeks in which to get used to his artfully camouflaged studios in the tree-tops before venturing to turn the handle or press the button; and the result is that one looks with the eye of his camera into the family life of the

birds as from a few feet away, watching, for instance, the careers of baby herons from the shell through their voracious hobbled-hoyhood—the feeding pictures are fascinating—to the first graceful flight. The camera detected things about herons which corrected the most learned ornithologists, such as the statement that herons are born naked.

Another delightful film series allowed one to study the delicate ways of woodpeckers, especially the mother's manner of luring the young to leave the family hole to earn its own living. The camera brings some fresh news about the British squirrel, the dainty red fellow that is fighting a losing battle against the big grey import from America. Captain Knight, too, knows some astonishing things about bats, and he has surprised a row of mothers hanging upside down on a bough with their young tucked inside their wings.

Captain Knight is taking his pictures to America and also his famous "tame" golden eagle, Mr. Ramshaw.

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NOVEL SUGGESTION FOR A NATIONAL PARK.

A WILD SEA-CLIFF.

The desirability of securing a considerable stretch of wild sea-cliff as a national park was urged by Dr. Vaughan Cornish at a meeting of the Geographical Association at the London School of Economics last month. The meeting was held in connection with the annual conference of Educational Associations.

"Not indoor amusements, not even playing fields, desirable as they are in their proper place, are the recreational benefits proper to the national parks of Britain," said Dr. Cornish, "but rambling, mountain climbing, winter sports, boating, perhaps fishing, and, last but not least, nature study, both scientific and artistic."

In a reference to the desirability of the coast as a national park, Dr. Cornish said that it was more suitable for residence, whereas the mountain area was not. "Even cliffs too much exposed to be desirable for residence in the winter," he said, "are attractive for a summer bungalow, which is permanent in a landscape whose original character it destroys, and it is high time to realize that, if no pristine landscape be left, our country will no longer provide its people with an environment satisfying to the soul."

Taking everything into consideration, the most suitable sites for the national parks of the coast were, he suggested, in Pembrokeshire and Cornwall.

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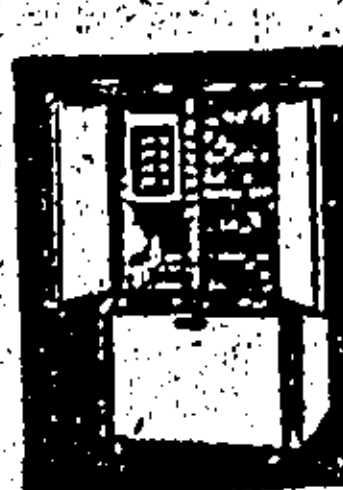
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"STAR" FERRY CO., LIMITED.**VEHICULAR FERRY SERVICE****INCREASE OF \$48,115 IN TRAFFIC EARNINGS.**

Mr. B. D. F. Beith (chairman), addressing the shareholders of the "Star" Ferry Co., Ltd., at the 32nd ordinary yearly meeting, held yesterday in Messrs. Jardine, Matheson's Board Room, mentioned the proposed vehicular ferry service. Very little progress had, he said, been made in this direction as the directors were unable to obtain from the Government the terms and conditions under which such service would be called upon to operate. Speaking of the lighter service now in use Mr. Beith emphasised the fact that it was run at a loss to the Company.

With reference to the balance sheet the Chairman pointed out that there had been an increase of \$48,115.30 in traffic earnings, compared with last year.

Supporting the Chairman were Messrs. C. Gordon Mackie, H. H. Priestley, J. P. Warren and F. H. Crappell (secretary).

CHAIRMAN'S SPEECH.

The Chairman said: The profit on the year's working shows a considerable improvement on the previous one, there being an increase of \$48,115.30 in traffic earnings; of this amount by far the greater portion is represented by first-class fares via the turnstiles. The latter, in use for the whole period covered by these accounts, there is also a larger revenue derived from interest and dividends on investments made from our surplus funds. These investments, you will notice under share fluctuation account, appreciated during the year to the extent of \$20,130. You will also observe from the accounts that we are transferring \$50,000 to reserve and \$40,000 to general contingency account, bringing these accounts up to \$150,000 and \$200,000 respectively. After allowing for repairs and depreciation there remains a balance of \$334,497.03 for appropriation. It is proposed to pay a dividend of \$2 per share and a bonus of like amount, absorbing \$200,000, and carry forward \$34,497.03, which I hope will meet with your approval.

Vehicular Ferry Service.

At our meeting last year, I mentioned that a vehicular ferry service connecting the Island and the mainland was receiving the consideration of your Directors. We have, however, made very little progress in this direction, as we are unable as yet to obtain the view of the Government as to the terms and conditions on which such a service would be required to operate. The present service of transporting cars across the harbour by lighter has been in operation for the past twelve years, and we are fully alive to the fact that the method is now antiquated and far from satisfactory. When it is borne in mind that a regular half hourly service is maintained on Sundays and holidays and a car can be ferried across the harbour practically at any time of the day on week days, it is apparent that the Company have done their best under existing conditions.

Lighters Run at a Loss.

Two lighters are now employed almost exclusively in this service, and the capital expenditure entailed is far from justified by receipts. Realising, however, that as a public utility Company, they owe a duty to the public, and that the cessation of this service would entail considerable inconvenience to the general public, the Directors have continued, with the co-operation of the Wharf Co., to operate the service, in spite of the loss which has now extended over many years. As we are the only Company who have made any provision of this nature, we have every hope that we shall receive due consideration when Government sanction for the inauguration of a vehicular ferry service is granted.

I do not think, Gentlemen, there is anything further that calls for comment and now I propose that the report and accounts as presented be adopted and passed. When this has been seconded, I shall be pleased to answer to the best of my ability any questions that shareholders may wish to ask. The report and accounts were adopted on the proposal of the Chairman, seconded by Mr. J. P. Warren.

OTHER BUSINESS.

Messrs. H. H. H. Priestley, J. P. Warren and C. Gordon Mackie were elected directors on the proposal of Mr. J. T. Bagram, seconded by Mr. H. E. Scriven. Mr. A. H. Compton was re-elected a director on the proposal of (Continued on next column.)

THE TSUN WAN MURDER CASE.**ANOTHER REMAND GRANTED.**

Appearing before Mr. J. S. MacLaren at the District Court yesterday on behalf of a Chinese charged with murder in Tsun Wan on the night of January 13-14, Mr. Hin Shing Lo made a formal application for the man's release on the ground that he had been in prison for nearly a month, and that apparently the Crown could not proceed with the case till two others who were alleged to be connected with the crime were also arrested.

Mr. L. R. Andrews for the Crown, called a Chinese constable to give evidence of the arrest of defendant on January 15.

Mr. Lo suggested in his cross-examination that accused was arrested without a warrant.

Mr. MacLaren then said that he thought the interests of justice would be served best by ordering a remand in order to give the police a fair opportunity. Accused was accordingly remanded for a week.

SENTENCE TOO LIGHT!**PLAINT OF MAN WHO LOST A COW.**

On pleading guilty to a charge of stealing and then slaughtering a cow, a Chinese was sentenced to six weeks' hard labour by Mr. T. S. Whyte Smith yesterday.

The complainant in the case asked the magistrate to award him compensation and remarked that the sentence was too light. He said that if the punishment for stealing a cow was only six weeks in prison with hard labour, then everybody would be stealing cows, which were worth about \$50.

It was alleged by the prosecution that the defendant had led away the cow during the night and taken to a dealer to whom it was sold for \$38.

Mr. L. S. Greenhill, seconded by Mr. D. Mackenzie.

Mr. C. Bernard Brown, A.C.A., was re-elected auditor on the proposal of Captain C. B. Riggs, seconded by Mr. O. F. Ribeiro.

Shareholders Present.

The following shareholders were present: Messrs. J. T. Bagram, W. S. Bailey, L. S. Greenhill, D. Mackenzie, C. F. Mendham, C. B. Riggs, O. F. Ribeiro, and H. E. Scriven.

LOCAL & GENERAL.**An Aberdeen Gift.**

To take advantage of his "luck" the winner of one of the gifts in connection with the London Stock Exchange "Help Yourself" Fund would have to travel over 1,000 miles a day for 312 days or take up his residence in Aberdeen. The gift is "a glass of beer every lawful day during 1930," to be called for at the premises of the donor in Aberdeen. The winner is a Londoner. If he decided to have his beer and took out a third-class season ticket he would have to spend almost the whole of the year in railway trains, and each glass would cost him 9d. It is announced, however, that the donor does not intend to take advantage of the terms of the gift and that the winner will be suitably rewarded "in kind."

Demand for War Novels.

The popularity of the war novel is embarrassing the Libraries Department of the St. Stephen Borough Council. At a recent meeting of the Council the Chairman of the Libraries Committee said that during the past two months there had arisen an enormous demand for war books, and though the libraries had done their best to meet that demand they had not been able to do so. One hundred and twenty-six copies of one war book—"All Quiet on the Western Front"—had been bought. This was a record for a single volume, but there were still 533 people in the borough waiting to obtain it. Their difficulty was added to by the fact that borrowers lent the books to other members of the family and their friends before returning them.

France's Bid for Fame.

Work has started at the St. Nazaire-Penhoet shipyard in Brittany on a great ocean liner which is designed to be the largest and fastest merchant vessel afloat. Details of its construction, particularly regarding horse-power and speed, are a closely guarded secret. The vessel is being built for the Cie Generale Transatlantique, and is for service between Havre and New York. A representative of the London branch of the company stated that many minor details are still under consideration and that the vessel will be very fast. It is understood that the new liner will have a length of over 1,000 feet, which exceeds that of both the Majestic and the Bremen. It will have a tonnage of 60,000, which is about 3,000 tons heavier than the Bremen. It is believed that in favourable weather she will develop a speed of from 30 to 31 knots.

Head or Bust?

Madame Anna Sedlachkova, of the National Theatre, Prague, has brought an action against the talented Czech sculptor, Folt, who had been commissioned to make a marble model of the actress's head. Recently Madame Sedlachkova was astonished and disconcerted surprised to find a crowd outside one of the largest Prague art stores gazing with interest at a model, not only of her head, but of her naked bust as well. Several newspapers and magazines reproduced the work. The actress at once insisted that the (to her) offensive portions of the work should be suitably draped. She was unable to obtain the removal of the model, and is now suing the sculptor for "semi-falsification." She declares that she sat to the sculptor only for a model of her head, certainly not for a full bust. On the other hand, the sculptor declares that the actress sat for him exactly as he has depicted her in the model. He says that one of the sittings took place in the presence of her husband, a Czech industrialist.

Wrapped in Thought.

People who have never met a ghost and who think that their existence is in all probability restricted to the efforts of entertaining writers of fiction, can only marvel at the extraordinary confidence with which the true believers discuss the motives, habits, and appearances of such apparitions. From a lively correspondence in the London papers on the subject one selects the signed assurance "ghosts apparently can take any form or any clothes-form they wish by simply 'thinking' them." The scientific evidence for this is very strong. Just about as strong, one would say, as the evidence for the mathematical proposition that two and two make five. Still, if ghosts can, in fact, "think" themselves into any outfit they like, they have certainly solved the luggage problem as it affects travellers. It must be gorgeous to go about the world in the sure and certain knowledge that just a little concentration will equip you at once with the attire for a round of golf or full evening dress. And how excellent to "think" yourself out of bed in a morning and find yourself washed, shaved, and dressed merely by mental application! Perhaps there is, after all, an opening for the handicapped human. As a variant on the everlasting Pierrot, one might go to a fancy dress ball (in ordinary clothes) as a ghost that had not yet thought out its costume!

A Kissing Convention.

If kissing is really dangerous, as the Medical Officer for Health for Newcastle suggests, then England must have suffered severely when she had a reputation as a kissing nation. Erasmus was in raptures over the English habit, "praiseworthy beyond description," of greeting people with a kiss. A Venetian visitor in 1512 said of the London ladies that "if they meet a friend they take his hand and kiss him full in the mouth. And they people do not take it ill. And they are the most beautiful ladies and most pleasant." Another visitor, Nicander Nacius, found "kissing went on openly in the church, in the street, and everywhere," and added, "To themselves they appear by no means indecent." A century later Bulstrode Whitelock, when Ambassador to the Court of Sweden, was requested by the Queen to teach her and her ladies "to kiss after the English fashion." Although a Puritan, he obliged, his pupils offering only "a few pretty defences."

Novel Air Terminus.

Mr. Alfred Smith, the former Governor of New York, announces that the Empire State Company, of which he is head, believing that "in a comparatively short time Transatlantic airships will establish Transatlantic and transcontinental lines from the port of New York," proposes to have an airway terminus, with mooring mast and landing stage, constructed on the top of its new skyscraper on the site of the old Waldorf Astoria Hotel in Fifth Avenue at 34 Street. It is estimated that lifts will bring Transatlantic passengers down to the pavement of Fifth Avenue within seven minutes of an airship's being secured to the mast. The architects are of opinion that the steel framework can be sufficiently strengthened to enable it to withstand the strain of an airship swinging at its moorings in any weather except a full gale. The structure would give the new building a total height of 1,300ft.—270ft. higher than the Chrysler Building, which is at present the highest in New York.

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9.15

SECOND APPEARANCE OF

9.15

THE ENGLISH SINGERS

OF LONDON

WORLD FAMOUS ENSEMBLE

IN A NEW PROGRAMME OF

MOTETS—MADRIGALS—FOLKSONGS AND OTHER MUSICAL ITEMS.

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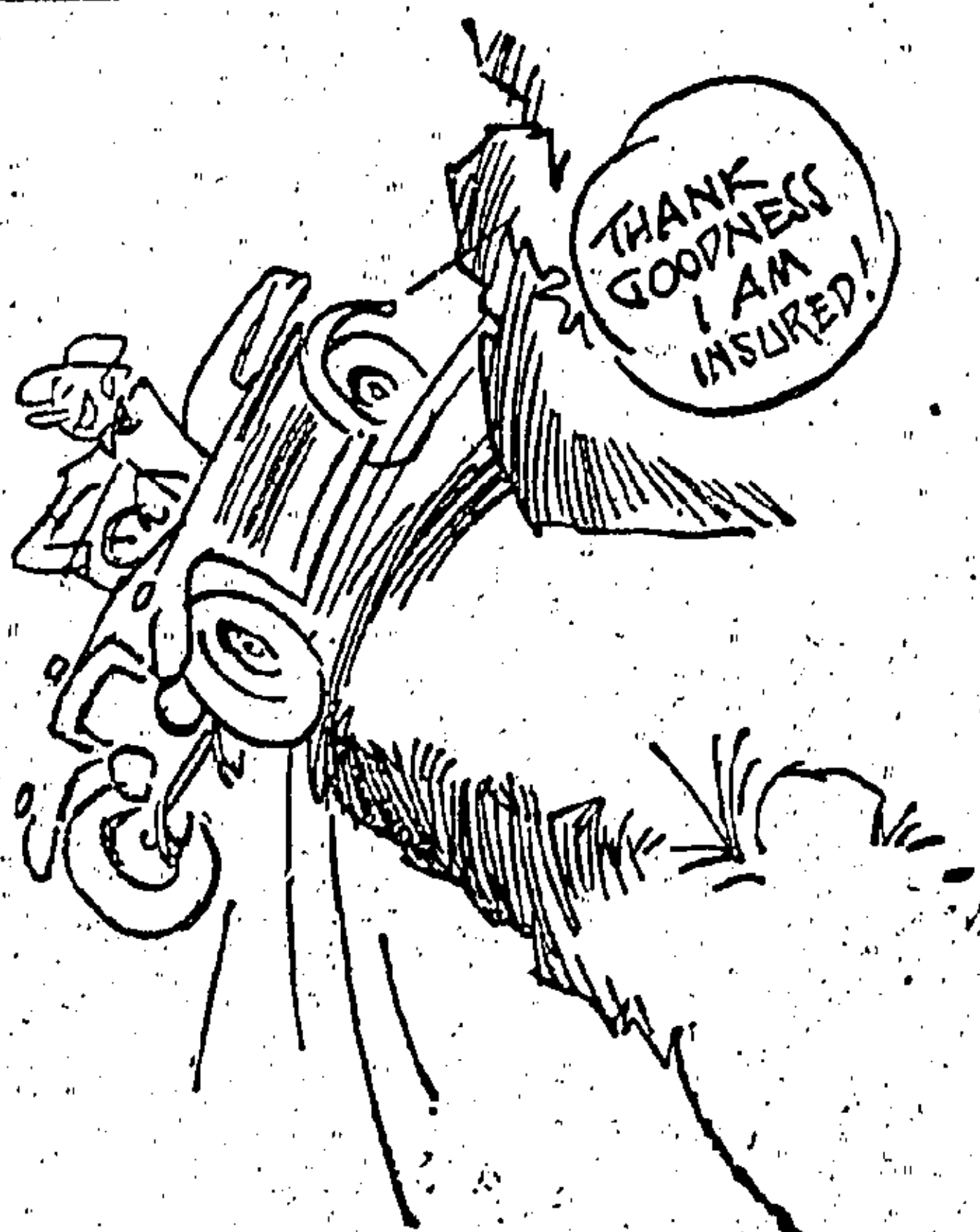
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DIOCESAN GIRLS' SCHOOL.

SIR HENRY GOLLAN
DISTRIBUTES PRIZES.

HEADMISTRESS'S REPORT.

There was a very large gathering at the Diocesan Girls' School yesterday afternoon on the occasion of the Schools' Annual Speech and Prize Giving Day. The Assembly Hall was filled with parents, friends and girl students, among those present being Miss H. D. Sawyer, the Headmistress, The Right Rev. The Bishop of Victoria, Sir Henry Gollan, Kt., C.B.E., Rev. W. W. Rogers, Rev. W. T. Featherstone, Prof. L. Forster, Prof. M. H. Roffey, Mrs. E. Cook, Mr. Chuen and Mr. Grosz.

His Lordship the Bishop in asking Miss Sawyer to read the School Report said that he had noticed the very great improvement to the School and its buildings. A wall had been built around the open ground adjoining the School and it had been converted into a very fine playground. However, he understood that there was still a lack of accommodation. There was not enough class-rooms to accommodate the students, while the staff required proper quarters. His Lordship asked the many benefactors of the School to help in the building fund which aimed to raise \$10,000. Mr. J. E. Joseph had very kindly consented to act as guarantor for the loan. A concert in aid of the fund was to be held on Friday, February 21.

The Headmistress in her report said:—

This is the 30th report of the present foundation of the Diocesan Girls' School and in some respects it seems to me to be a record year. Not only have we reached our highest over age attendance. Here there is still room for improvement and I do very earnestly ask parents to realise that leave of absence should not be asked for if it can in any way be avoided.

Miss Sawyer then went on to say that it was said that girls here were made to over-work. She considered that this was a serious charge and that there was a vast difference between hard and over working. To avoid any possibility of overworking the girls were given physical exercises by fully trained teachers, while a time-table for games was drawn up for each class. Dr. Minett in her examination of the School had little fault to find, while there was very little sickness.

The University Examination results this year have been very good, continued Miss Sawyer; there were no failures and two girls qualified for the Matriculation.

For the first time the school entered for the Trinity College, London, Music Examinations; of 10 entries 7 passed. This is a good beginning.

The Royal Drawing Society again this year awarded us a prize.

Of 222 entries, 118 passed with Honours.

Won Every Girl Guides Trophy.

I am a little diffident, continued Miss Sawyer, about mentioning the Girl Guides because we took for the year every trophy the Colony offers. As I read this report I feel almost as though I were boasting but indeed I do not mean to do so. I want to give honour where honour is due. I congratulate very heartily those parents who have so loyally helped and supported the school and I congratulate those pupils who have done well.

Secretary's Report.

Rev. W. W. Rogers, Hon. Secretary of the school, gave his report of the financial statement of the school for 1929, which showed a very successful year. The Balance Sheet drawn up by Messrs. Lowe Bingham & Matthews showed a credit balance of \$7,252.84 against last year's sum of \$4,513. School fees amounted to \$35,484.92, the amount received last year being \$32,833.

Rev. Rogers also read the report from the Inspector of English schools which was as follows:—

Attendance: On roll 237 (242 in 1928). Present at examination 247 (221 in 1928).

Discipline: Excellent.

General: I spent two days in the school, and was impressed by its general efficiency and good tone—largely due to the zeal of the Headmistress and Staff. I examined every class in nearly every subject, and was interested to meet so many daughters of former pupils of mine. All subjects were good, especially Colloquial, Composition and Reading.

University Local Examination: Ten pupils were presented for the Matriculation, and/or Senior local examinations. Two passed the Matriculation Examination, eight passed the Senior Local Examination, and 11 pupils were presented for the Junior Local Examination and all passed.

Sir H. Gollan's Address.

Sir Henry Gollan then distributed the prizes to the successful candidates. Before doing so, he addressed the gathering and said that in all his wide experience, he had never addressed a young ladies' school before. He had, at last, got an idea of what it was like to be tried by a Jury of Matrons. Sir

(Continued on next Column.)

THE ENGLISH SINGERS.

A CHARMING AND UNUSUAL CONCERT.

The great demand of to-day is for something new, and in bringing to us the songs of our Elizabethan forefathers the English Singers have given us a greater novelty than the most advanced of the cinema magicians, modern composers or artists, have been able to produce. These old songs are new because their spirit is so absolutely different from that of the 20th century, they are as fresh and fragrant as the spring flowers of which many of them tell.

I suppose that most of the large audience who filled the Theatre Royal last night came in ignorance of what they were to hear. Some of them perhaps had memories of William Haughan and expected the songs of Gandemia, but there was not one who was not delighted with what the English Singers had to offer. The applause was continuous and rose in volume after each song. Perhaps the first item the Motet "Praise the Lord all ye Gentles" came as a surprise which caused a little uneasiness among the less "high brow" members of the audience; one felt a little restlessness in the atmosphere, but when the second Motet "Ave Verum Corpus" died away there was no doubt that the attention of everyone was gripped and that they were not only delighted but moved by the exquisite music. The Ballets, Madrigals and Folk Songs which followed only served to strengthen the charm and I believe that we would have kept the Sextette singing till morning had they been willing to do so. As it was they generally gave several encores.

It is rare, indeed, to get a concert which is at once so fresh and of such a high order, and since the programme will be changed to-night, I have no doubt that many of last night's audience will be present again.

E.M.B.

Henry spoke of education and its merits to a young girl, and pointed out that going into the world without education was like going into a fight unarmed and unarmed. The school motto—"Daily Giving Service"—was very appropriate for the modern girl, for the time had come when women, like men, must consider their duty towards others, rather than their rights. Sir Henry then reviewed the history of women's entry into the world on the same footing as men, and referred to the numerous occasions when they had rendered services of valour and labour. In conclusion, Sir Henry congratulated the school and its staff on the very successful report which Miss Sawyer had been able to present, asked the Headmistress to give the school an half-day holiday, which he remarked was always expected on these occasions.

The following are the names of the prize winners:—

Scripture:—I, Alice Wood; II, Doris Kotewall; III, Helen Kotewall; IV, Maimie Lin; V, Remove; VI, Hesta Woo; V, Remove; B, Julian Chua; V, Crispina Perpetua; VI, Joyce Anderson; VII, Leslie Gregory; VIII, Ruth Stone; IX, A. Killy Dodeogau; IX, B, Lillian Chow.

Class Prizes:—I, Alice Wood; II, Doris Lee; III, Stella Ho; IV, Maimie Lin; V, Remove A, Freda Lam; V, Remove B, Connie Yeung; V, Crispina Perpetua; VI, Joyce Anderson; VII, Angelina Ribeiro; VIII, Ruth Stone; IX, A, Beatrice Stone; IX, B, Margaret Alwee.

Needlework:—I, Mabel Willis; II, Irene Lee; III, Biddy Lee; IV, Joan Sanh; V, Kathleen Chua; VI, Annie Woo; VII, Mary Lay; VIII, Muriel Kan.

Trinity College Music:—Doris Lee (Theory), Annie Lee (Theory), Virginia Pao, Sheila Hare, Alice Wood (Theory), Alice Mogra (Theory), Winnie Smith (Theory).

Music Prizes:—Muriel Kan and Dora Chow.

Lugard Scholarship:—Stella Ho.

Woo Hay Tong Scholarship:—Cynthia Sanh, Janet Broadbridge and Beatrice Stone.

Tennis Singles:—Laura Lee.

Tennis Doubles:—Class II:—Annie Lee and Gerrie White.

Royal Drawing Society's Prize (the only one in the Colony):—Ina Carvalho, for Div. II.

University of Hong Kong:—Matriculation:—Grace Chua (dist. in history), Alice Wood (dist. in English and scripture). Senior:—Mary Chan, Fanny Lee, Phyllis Gittens (dist. in geography), Laura Lee, Dorothy Lo, Bessie Mackenzie, Mabel Willis, and Edith Wood.

Juniors:—Marie Alves, Angela Alves (dist. in scripture), Rita Edwards, Doris Kotewall, Doris Lee, Irene Lee, Florence Ho Tung, Ida Ng, Virginia Pao, Cynthia Silva, and Sarah Wong.

The programme was concluded with some very pretty dances by the school students, the scene from the "Blue Bird" being very well acted.

The dances were:—Country Dance, Class 8; Song, A Madrigal of Spring, Classes 1-4; Country Dance, Class 6; Irish Jig, Classes 5 and 6; Scene from "The Blue Bird," Classes 2-5.

"ANY MORE FOR THE SHORE?"

FIRST "INVASION" OF THE SEASON.

Said a lady visitor to her companion on a Star ferry yesterday morning:—"Do we have to bargain here?"

And the gentleman thus addressed replied, with the air of one who knows:—"I'll say you do!" And probably he was right!

Not long after breakfast passengers from the "black" Empress—the of Australia looks strange in her dark clothes compared with the spotless white always worn by her sisters—were starting to explore Hong Kong and its shops.

The Empress of Australia is the first of the "tourist ships" to visit the Colony this year, and her 340 passengers were fortunate in having a fine day for their first glimpse of things Chinese. The vessel is staying here for four days, during which time small parties of passengers will make the usual trips to the New Territories, Canton, and round the Island. The Empress of Australia leaves Hong Kong on Monday night for Keelung.

This is her seventh annual world cruise, and those who are inclined—and able—to join her can book a passage to New York or London, via Japan, Honolulu, and the Panama Canal—a delightful holiday cruise, reaching New York on April 17 and Southampton ten days later.

Prominent Passengers.

A number of prominent people are on board the Empress of Australia, among whom are the following:—

Lt.-Col. H. L. FitzPatrick, of London, was secretary to the Minister of Finance of the Egyptian Government and is now retired. He holds decorations and honours from many European countries.

Miss Louise Gerard, F.R.G.S., of London, is a novelist, having nineteen volumes to her credit. She was elected a fellow of the Royal Geographical Society for her travel articles on the Congo and West Africa. She is also a member of the Society of Authors and the London Lyceum Club.

Miss D. Thornton Clarke, F.R.G.S., of London, was elected a fellow of the Royal Geographical Society for attending the excavations at the Temple of Hera in the Island of Samos with Professor C. A. Cavadias, late Director of the Archaeological Museum in Athens, also at Ephesus and the Ancient City of Thales in Asia Minor. Miss Clarke is a member of the London Lyceum Club and is making her first visit to the Far East.

Count Ferdinand Montecucoli and Count Henry Buquoy of Vienna, Austria, are circling the globe in company with Count Ulrich Ferdinand Kinsky, of Vienna. Count Kinsky is chairman of the Central European Polo Association and the Vienna Polo Club and vice-chairman of the Austrian Automobile Club and chairman of the

Austrian Gentleman Riders' Club. While in Egypt Count Kinsky played polo with the famous Heller Team.

Signor Dionino Moran Cifuentes, of Gijon, Spain, is a special correspondent for a Spanish newspaper.

Other British Travellers.

Other British people on board include: Sir William Peake Mason and Lady Mason, of Compton Castle, Poucefoot, Somerset; Sir John and Lady Randles, of Keswick; Mr. and Mrs. Carson Roberts, of London; Mrs. Alastair Cameron and her son Frederick, of London; Mrs. Harold Grenfell, of Newbury; Mrs. Frederick Lowenader, of Henley-on-Thames; Mrs. A. E. Pudney, of Bourne End; Miss Emily Low Capar, Scotland; Mrs. Henry and Miss Weid-Blundell, of London; Miss M. E. and Miss C. C. Crispin, of London; Mr. and Mrs. Geo. Brington, of Storrington, Pulborough, Sussex; Mr. P. Mulcahy, of Cahir, Ireland; Miss M. J. Reid, of Paisley; Mrs. C. H. Harrison Beam, of Dawlish; Mrs. Lionel Boyle, of Mentone; and Mr. and Mrs. E. K. Fox, Bickenham.

American Tourists.

Prominent passengers from the United States include the following:—

Dr. Arthur T. Hadley, of New Haven, Conn., is president emeritus of Yale University, and Mrs. Hadley.

Mr. and Mrs. Willard E. Hoyt, of Williamstown, Mass. Mr. Hoyt is Treasurer of Williams College, also Treasurer of the Institute of Politics, and is now enjoying a six months' leave of absence.

Mr. and Mrs. Joy Morton, of Chicago. Mr. Morton is president of the Morton Salt Company, the Morton Building Corporation, director of the Lehigh Corporation of Chicago and president of the company owning the Railway Exchange. He is a member of the Chicago Commercial Club, Chicago Club, and Chicago Plan Commission.

Lt.-Col. Henry G. Geiger, of the 16th Infantry National Guard, Sheldon, Iowa. Col. Geiger is a

(Continued on next Column.)

PETTY OFFICER'S "MOMENT OF WEAKNESS."

DISGRATED AND LOSES GOOD CONDUCT BADGES.

Capt. W. P. Mark-Wardlaw, D.S.O., presided over a court-martial held aboard H.M.S. Tamar to hear charges of stealing \$207, the property of the Stonecutters Island Canteen, brought against P.O. Telegraphist, Thomas Henry Lionel Rees.

Commander Byron prosecuted and Lieut.-Comm. Piggott appeared as prisoner's friend.

Accused having pleaded guilty, Lieut.-Comm. Piggott addressed the Court asking for leniency on behalf of accused.

Rees had had fifteen years of exemplary service in the Navy, and his offence was committed under stress of very unusual circumstances.

The men at Stonecutters ran their own canteen and, as it happened the money was kept in a cash box in the caterer's drawer. Rees' wife who was in England has been seriously ill and it was to pay for necessary medical attention accused took the money. He knew where it was and he gave way to a moment of weakness.

The Court sentenced Rees to be degraded to the rank of Leading Telegraphist and to forfeit three good conduct badges.

war veteran, having seen service in the Spanish-American war, the Mexican Border, and in the World War.

Mr. and Mrs. R. P. Bishop, Mr. R. P. Bishop, Jr., and daughter, Mrs. Nella Wide Meade, of Beverly Hills, Cal. Mr. Bishop is president and managing director of Bishop & Co., large manufacturers of Los Angeles, Cal.

COMMENCING SUNDAY, 16th FEB.



Never before such a spectacle. The sheer, stirring drama of "Wings." Directed by William A. Wellman, who shot down seven planes in the world war!

AT THE **MAJESTIC**
NATHAN ROAD, KOWLOON.
ADVANCE BOOKING AT MOUTRIE'S AND AT THE THEATRE.

S. P. C. A.

THE ANNUAL

FANCY DRESS BALL

WILL BE HELD AT THE

PENINSULA HOTEL

On FRIDAY, MARCH 7,

From 8 P.M. till 1 A.M.

IN AID OF THE SOCIETY FOR PREVENTION OF CRUELTY TO ANIMALS.

TICKETS \$7.50

From—The Hon. Secretary S.P.C.A., c/o Thomson & Co., York Building, Anderson's, Moutrie's, Tsang Fook Piano Co. or from Members of the Committee.

CONSUL-GENERAL
AND CANTON.TRIBUTE TO PEOPLE AND
GOVERNMENT.

COURAGE AND VITALITY.

[FROM OUR OWN CORRESPONDENT.]

CANTON, February 13.
Mr. G. S. Moss, Acting British Consul-General in Canton, and Mrs. Moss, left Canton for Home leave on Thursday, a large number of friends both foreign and Chinese, assembling at the wharf to wish them a good voyage and safe return.

Mr. Moss has been a most popular Consul, and his departure is deeply regretted in official and other circles. He has done a great deal in the way of promoting Anglo-Chinese friendship and is himself an excellent Chinese scholar.

Mr. Moss took a deep interest in the local Y.M.C.A. work and was a prominent figure in its last financial and membership campaign.

Canton's admiration for Mr. Moss was shown by the fact that a number of elaborate farewell banquets were given in his honour by the local officials and the Canton Y.M.C.A.

The representative of the *Daily Press* went on board the s.s. *Kinshan* to interview Mr. Moss, which was kindly granted.

Interviewed by our representative Mr. Moss said that he was going home by the s.s. *Karmala* and expected to be away about six months.

He has been in Canton since last May, when he arrived from Fowchow.

Asked: "How did Canton impress you?" Mr. Moss said:—Very favourably, especially as regards the energy and vitality of the working people and the Authorities, who are rapidly transforming the City into a modern metropolis in spite of the set-backs of political propaganda, civil wars and adverse commercial conditions. Municipal progress is evident in the new wide asphalted streets, the excellent system of motor buses, the improved transport, the new water works, the electric lighting, the automatic telephone, improved drainage, model prisons, better law courts, new bridge construction, etc., all of which reflect great credit on the work of the Municipality under His Honour the Mayor, Mr. Lin Wan Koi, and his progressive Reconstruction Department.

In Public Health matters, hospitals, schools, Boy Scouts, the Y.M.C.A. movement, and in many other directions, there has been a marked advance in the last few years. The Fire Brigade is remarkably efficient for its size and limited equipment. The Public Safety Department and the Police Force under the able direction of General Au Yang Kuei is probably the best in China, and is rapidly developing along modern lines.

THE RIGHT SPIRIT.

The discipline and bearing of the troops has much improved and the Aviation Corps is very active, but what I admire most is the spirit and courage of the merchants and people in maintaining the commerce of the City in spite of the heavy taxation and exchange difficulties forced on them by the continuous political troubles and wars of recent times. If only they could enjoy peace and reduced taxation for a few years confidence and credit, which have been so badly shaken and which are the soul of trade, would soon be restored. Money would flow in, the Canton-Hankow Railway and the loan to connect it with the railway to Kowloon would be completed, the Harbour would be improved, the River Conservancy programme would be carried out, the Mayor would be able to complete his well conceived plans for development, and—provided that the direction of the Government remains in safe hands and that irresponsible politicians are not permitted to restart class warfare and discord of all kinds the future for Canton and the two Kwang provinces would be extremely bright.

BRIGHT PROSPECTS—GIVEN
PEACE.

Meanwhile, one must admire the courage and decision with which the Chairman of the Provincial Government, the Commander-in-Chief, the Minister of Finance and the Commissioner of Public Safety face the enormous difficulties of the situation and seem to be succeeding in gradually consolidating the Government, so that when Peace and Unification are attained progress may develop on safe lines and the domestic and international commerce and shipping of Canton will bring unbounded prosperity to the people.

PAPER CARGO THAT
WENT "ASTRAY."DEBTOR AND HIS
PROPERTY.FRENCH BANK COMES OFF
BADLY.

Pointed references to sale of shares and mortgage of house property realising over \$100,000, and rushed through in three days, were made at the Bankruptcy Court yesterday, before the Chief Justice (Sir Henry Gollan), during the public examination of Kwok Sze Loi, alias Kwok Chun Sang, alias Wing Sik Tong. Debtor was examined in connection with the bankruptcy of Messrs. S. L. Kwok & Co., paper dealers and general merchants.

Debtor strenuously denied the suggestions made by the Official Receiver (Mr. E. L. Agassiz) that it was his (debtor's) intention to place his property beyond the reach of his creditors and defraud the Banque Franco-Chinoise, to whom he was liable for \$28,000 on accepted bills.

Debtor said that he was 29 years of age and lived at 12, Arbuthnot Road, second floor. He was the managing partner of the debtor firm which had accounts with the Bank of China and Banque Franco-Chinoise, which accounts were now closed.

Raising the Wind.

Debtor admitted that he had 143 shares in the Tai Sing Paper Mills which were placed in his name when he was about three years old. These shares he sold on November 13, 1929, for \$8,580 in order to repay a debt of \$20,000 to his brother-in-law. Debtor had lost money in exchange speculation in Canton. The balance was obtained by mortgaging the Arbuthnot Road house and another in Dragon Terrace for \$30,000. There was also a sum of \$80,000 due to Sam Pun Tuen, which was settled at this time. This sum included \$15,000 which he borrowed in Shanghai, the balance being obtained to pay for the cost of building the Dragon Terrace property.

Answering questions regarding his company's affairs, debtor said that the business was started in 1923 with a capital of \$20,000, of which he contributed \$10,000 himself. He ordered paper from a Mr. Baird in Switzerland, and on October 15, 1929, accepted two bills worth \$2,500 which became due on December 15.

In reply to other questions, debtor admitted that Mr. C. Mancini, who had an extensive knowledge of the paper trade, had told him that it was impossible to obtain paper of the quality he was expecting at the price he was paying for the shipments. Debtor denied that Mr. Mancini had said he (debtor) was getting paper at bargain prices.

Paper That Did Not Materialise.
You were liable to the bank for \$2,500 on these two bills and also on other bills which you had refused to accept?—I did not think I was liable to the bank, because I was told that Baird was a substantial man and the bills could always have been referred back to him.

The bank has obtained judgment for \$28,000 against you?—Yes. That is for the \$2,500 on the accepted bills?—Yes, the other bills were not sued on.

Debtor continued that the steamship *Malaya* arrived on November 1, but his consignment of paper was not on board. Subsequently another vessel said to be carrying another consignment, according to the bill of lading, arrived, but still there was no paper. He was then convinced that he had been swindled by Baird. He wrote to the bank and asked them to take proceedings against Baird.

Did you have any shares in the Tramway Company?—I had 1,500 shares, which I sold on November 14 for \$28,500.
You realised your property between November 13, 14 and 15 to the extent of \$117,040 after you knew you had been swindled in respect of this paper. Practically speaking that was the whole of your property?—That was all.
You got rid of it for cash?—Yes.
You knew you were going to be liable to the French Bank for \$28,000 on accepted bills?—Although I found I was liable for this amount, still they could have referred them back, and they might have been able to get their money.
All Paid Except French Bank.
I put it to you that the whole object of these transactions was to defraud the French Bank and that is why you did it?—No.
To put your property out of their reach, so that they could not get hold of it? Your shares and house property were all removed from the reach of your creditors?—No, not at all.

(Continued on next Column.)

RANSOMING A
CAPTIVE.DELI MARU PIRACY AND
ITS SEQUEL.DEFENCE PROTESTS AGAINST
DELAYS.

The hearing was resumed yesterday at the Central Magistracy of the case in which two Chinese, alleged to be agents of pirates, were charged with communicating and confederating with pirates.

Chan Man King, the man who acted as interpreter between the first defendant and the representatives of the captured persons continued his evidence. He stated that much of the communication between the parties was in writing as one could not understand the Cantonese dialect and the defendant could not understand the Northern tongue.

Witness said that at one of the interviews, the first defendant said Mr. Hsu was in good health, but if the money for his ransom was not soon forthcoming Mr. Hsu would be made to endure "certain hardships."

As regards the \$11,600 paid to the first defendant, witness said that one of Mr. Hsu's representatives paid \$5,000 in banknotes of \$500 each and the other paid \$6,600, but witness could not remember which man paid which sum. After payment of the money, which took place at the Empress Hotel the first defendant promised to bring Mr. Hsu to the hotel a few days later. The two representatives then went back to their hotel and witness went out for a walk. While he was in Queen's Road Central, he was accosted by two detectives who took him to Central Station for interrogation.

"Free Board and Lodging."

Mr. Fitzroy: I think the Police provided you with free accommodation and lodging that night, didn't they?—Yes.

After the Police had arrested you, what did you do?—The same night the Police took me to various hotels looking for the first defendant. We could not find him.

The following morning, you went to the Railway Station and there pointed out No. 1 defendant to the Police?—No, the Police themselves recognised him.

Do you know Mr. Hsu yourself personally?—No.
Did you know that the Police had been following you before you were arrested and detained?—No.
Did you know No. 1 before you met him in regard to these negotiations, or not?—No.

Mr. Covey, for the defence, was given leave to reserve his cross-examination.

Mr. Covey: I think at this stage it might be beneficial to both you and myself to know how many witnesses there are for the prosecution and how many days we shall be engaged on this case. Next week there are the Sessions and it means my client being in custody.

Mr. Grantham, Remand prisoners are comfortable.
Mr. Covey: I realise that.
Mr. Fitzroy: I think we will have to wait for a witness from Amoy. We have one or two others.

Mr. Covey: I shall object to any adjournment for witnesses. My client has been in prison for a month and in that time the Police could have got all their witnesses. Why should my client suffer because the Police have not got their case ready?

Mr. Grantham pointed out that witnesses would be called in the meantime and that there would be no undue delay.

Evidence from the staff of the Chinese hotels concerned was taken and the case was adjourned.

Can you give any other reason?—Since I promised to pay my debts to various people, I had to keep my promises by disposing of my property.

Answering other questions, debtor said that he paid all his creditors in full except the French Bank. The other people from whom he had borrowed money were pressing him for payment.
His Lordship remarked that debtor was very fortunate in that the money raised this way was just sufficient to pay his debts. Debtor said that he still owed some small amounts.
Official Receiver: By your operations you got rid of the whole of your property in three days and you now stand in the box a pauper?—Yes.
How much did you lose in exchange speculations?—\$25,000.
In answer to other questions, debtor said he was a married man with two daughters. He and his family were now supported by his elder brother, and he added "according to Chinese customs an elder brother must support the unfortunate ones."
The public examination was then closed.

EVOLUTION IN SHIPS AND THEIR
CONSTRUCTION.

LECTURE AT UNIVERSITY BY MR. E. COCKS.

FROM NOAH'S ARK TO THE MODERN
LINER.

Mr. E. Cocks, M.B.E., A.M.J.C.E., M.I.N.A., the well known Assistant to the Chief Manager of the Hong Kong and Whampoa Dock Co. gave last night at the University a very interesting lecture on "Evolution in ships and in their method of construction."

The lecture was illustrated by a number of lantern slides showing ships of all ages.

Mr. Cocks started with a rapid review of ship building in ancient times, mentioning *inter-alia* that Noah's Ark was 450 ft. long, beam 75 ft. and depth 45 ft., dimensions which are known as "ship shape," the length and beam corresponding almost exactly to those of battleships of 30 years ago.

Ships of the classical world were similar to the Chinese junk of to-day, but both Norse and Phoenician ships were better adapted to deep sea work.

THE AGE OF STEEL.

THE GREAT EASTERN.

Coming to our own day's the lecturer said that it was in the year 1938. Brunel & Scott-Russell collaborated on the "Great Eastern"

perhaps still the most remarkable ship ever built. Firstly, on account of her size—she was 600 ft. long and 83 ft. beam, greater than any ship yet running regularly to Hong Kong but close approximating to the new "Empress of Japan." She was propelled by both paddles and screw, but most remarkable of all, she was the first ship of note in which the transverse system of framing, where the numerous "ribs" stood up from the keel, was discarded, and her main framing was longitudinal. Similar systems are in use to-day in particular in the President boats and nearly all the large oil tankers.

As the speed of ships grew, the importance of saving weight on the hull so that it could be devoted to more powerful machinery grew also, and in the case of one ship, the "City of Rome" built at Barrow in 1881 and intended to regain for the Inman Line the supremacy held by the White Star on the Atlantic, the difference between the weights of steel and iron was sufficient to ruin the ship. The "City of Rome" was designed to be of steel but supplies of that material were short and she was finished in iron, which not only prevented her carrying a paying weight of cargo but spoiled her speed. She was a single screw ship with 6 cylinder tandem compound engines, and, perhaps the most remarkable feature of the ship, she was fitted with electric light in her engine room and principal public rooms.

As boiler pressure developed the triple expansion engine came into use with resultant economy.

The Turbine.

The next great step in propulsion came in 1899 when the Steam Turbine was invented in a practical form by Sir Charles Parsons.

The turbine was first installed to drive the propellers direct, and the earlier turbine ships had several propellers on one shaft. Later, with increase of diameter of turbines they ran at reduced revolutions and one propeller per shaft was used, but many of the vessels had four shafts.

A turbine works most efficiently at a high speed while the most efficient propeller is one which rotates comparatively slowly, and the problem of coupling the two at their best speeds has been tackled in several ways—single reduction gearing, hydraulic transformers (really a combination of centrifugal pump and water turbine), double reduction gearing and electrical reduction. Each one has its own defects. On the whole, single reduction has been proved to be the most reliable in Britain, but in America electric drive has made great progress.

The Internal Combustion Engine.

Almost running side by side with the turbine we have the internal combustion engine, first invented by John Barker in 1781.

In 1900 this engine was only used for driving small craft but its great efficiency has led to the development of a great many types which have eventually will crystallise into just a few.

At present the Diesel engine is limited chiefly by the question of overheating, and although experimental engines have been made to give 2,000 Horse Power per cylinder, there is practically a maximum cylinder diameter which can be used. The result of this is that for large powers a large number of cylinders are necessary and it appears likely that the best way of coupling them up may be electrically.

The largest Diesel engine at present in use in a ship is about 7,000 B.H.P. having 8 cylinders and running at 100 revolutions per minute.

The progress can be seen in the following table:—

The Hull.			
To return to the hull. This is the beast of burden of the combination forming a ship and every part comprising a hull is, in a sense, useless weight.			
A wood hull weighted from 47 per cent. to 55 per cent. of the total weight of a ship, an iron hull 38 per cent. to 40 per cent., and a steel hull 30 per cent. to 36 per cent., the upper figure in each case being the more general.			
As you are aware, the larger a structure the less it is able to support its own weight, and ships are not exceptions to this rule.			
Thus we have			
Date.	Ships.	Displacement.	Weight.
1881	Servia	13,645	50
1893	Campania	21,628	48
1905	Caronia	31,155	46
1907	Mauretania	41,440	48
1914	Aquitania	53,000	55

90,000 Tonnage Now Impossible.
Improvement in materials and knowledge are insufficient to counteract the increase of weight due to the diminishing strength in the larger structure, and it has been estimated that, with present materials and methods, a ship of 90,000 tons would only be able to carry herself, and no cargo, on a trans-Atlantic voyage.

Naval Architecture, nevertheless, will not stand still, and we may be on the eve of new and great developments due to different materials and methods. We now have ships built of high elastic limit steel and the Naval world particularly has recently been stirred by the advent of the new German warship "Ersatz Preussen" which has a welded hull.

Very recently proposals have been made for ships in which the upper structure is to be built of an aluminium alloy but so far as I know, no definite move in actual construction has commenced.

Development may be in one of two main ways—either the use of light, very light and strong alloys which will lead us to produce an almost unassailable massive structure, or perhaps some specially strong, non-corrodable material will be produced, the use of which will involve more and more the cellular type of stiffening.

Marine engineering likewise is being stimulated, and to show how great are the possibilities in this, I need only tell you that the most efficient steam combination only makes effective use of about 8 per cent. of the power in the fuel when, in combination with the best propellers, it is driving a ship; and that highly efficient engine the Diesel, has not been made yet to generate in its largest size of cylinder much more than 4 Horse Power per single stroke of its piston.

What from mechanical marine propulsion will take at the end of the second hundred years has recently been suggested by Sir R. B. Dixon who says that he doubts whether designs embodying reciprocating parts or speed reducing devices will endure.

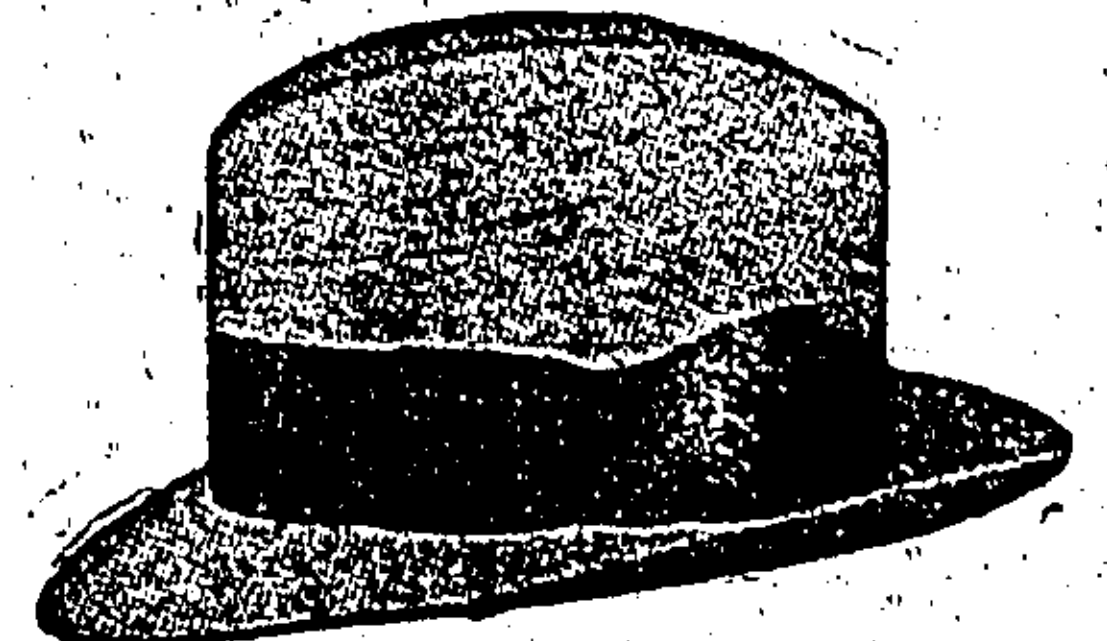
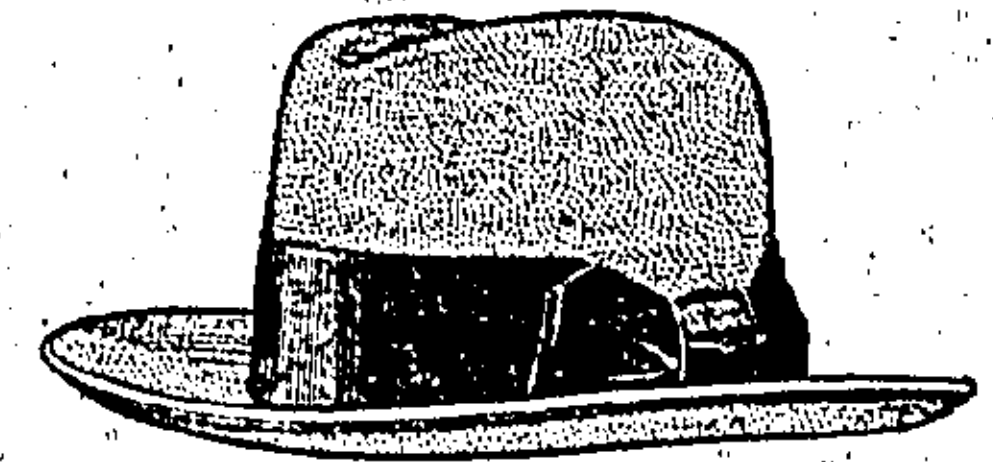
I hope I have made it clear to you in these last remarks that in spite of the vast strides made in the last hundred years, your scope in whatever part of mechanical science you may specialise may not be any less than it would have been if you were commencing your careers a hundred years ago. Your forerunners have harnessed the wind, have extracted power from the waterfall, released, converted and directed the energy concentrated in fuels, have melted and alloyed metals, fashioned and fastened them, but it may yet be for you to discover other and new styles of energy, new materials, methods and manifestations from the great source of all energy.

A man handles his hat in the company of others more often than any other thing he wears. It thus more easily becomes the subject of conversation. That means he gets more opportunity for pride in the possession of a good hat than in any other article of his dress.

A "GLYN" HAT

made by the famous firm of GLYN & Co., 44, Old Bond Street, London, IS A SURE WINNER—when compared with other makes. The Quality of the Fur, the trimmings and other minor details make the "Glyn" a better product.

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One or Two Stud, White
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Good Wearing Body Cloth.
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MEN'S WEAR STYLISTS.

NEW ADVERTISEMENTS.

OLD BEDFORDIAN DINNER.

A DINNER will be held in the HONG KONG CLUB, on SATURDAY, MARCH 8, at 8 P.M. Will All Old Bedfordians please communicate with the undersigned for further particulars.

E. J. R. MITCHELL,
c/o Messrs. Arnold & Co., Ltd. [9034]

CHINA UNDERWRITERS, LIMITED.

NOTICE IS HEREBY GIVEN that by a Resolution of the Board of Directors of CHINA UNDERWRITERS, LTD., made on the THIRTEENTH INSTANT, A CALL of ONE DOLLAR per Share has been made upon the Members of the Company payable on or before the TWENTY-THIRD DAY of MAY, 1930, to the Company's Bankers, THE HONG KONG AND SHANGHAI BANKING CORPORATION, at Hong Kong.

Dated this 14th day of February, 1930.
By Order of the Board,
HERBERT R. STURT,
Manager and Secretary. [9031]

HONG KONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at CITY HALL, Hong Kong, on SATURDAY, the 22nd FEBRUARY, 1930, at 11.30 A.M. for the purpose of receiving the Report of the Board of Directors together with a Statement of Accounts for the Year ending 31st December, 1929.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 10th FEBRUARY to SATURDAY, the 22nd FEBRUARY, 1930 (Both Days inclusive), during which Period No Transfer of Shares can be Registered.

By Order of the Board of Directors,
A. C. HYNES,
Chief Manager.
Hong Kong, 3rd Feb., 1930. [8979]

THE BANK OF EAST ASIA, LIMITED.

NOTICE IS HEREBY GIVEN that the ELEVENTH ORDINARY MEETING of SHAREHOLDERS will be held at the Registered Office of the Company No. 10, Des Voeux Road CENTRAL, at 4.30 P.M. THURSDAY, the 27th FEBRUARY, 1930, for the purpose of receiving the Report of the Board of Directors together with a Statement of Accounts for the Year ending 31st December, 1929.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, 20th FEBRUARY to THURSDAY, 27th FEBRUARY, 1930 (Both Days inclusive), during which period No Transfer of Shares can be Registered.

By Order of the Board of Directors,
KAN TONG PO,
Chief Manager.
Hong Kong, 10th Feb., 1930. [9005]

THE HONG KONG, CANTON & MACAO STEAMBOAT CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE ONE HUNDRED AND TENTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, QUEEN'S BUILDING, Connaught Road, on TUESDAY, 4th MARCH, 1930, at 11 A.M., for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, Declaring a Dividend and Electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 13th FEBRUARY to TUESDAY, 4th MARCH, 1930, Both Days inclusive, during which Period No Transfer of Shares can be Registered.

By Order of the Board of Directors,
JOHN ARNOLD,
Secretary.
Hong Kong, 4th Feb., 1930. [8977]

UNION WATERBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FIFTH ANNUAL GENERAL MEETING of SHAREHOLDERS will be held in the OFFICES of Messrs. DODWELL & CO., LIMITED, on MONDAY, the 10th MARCH, 1930, at 11 A.M., for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to 31st December, 1929.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st MARCH to 10th MARCH, 1930, Both Days inclusive.

DODWELL & CO., LTD.,
General Managers.
[9027]

ON SALE.

BOUND VOLUMES of the HONG KONG WEEKLY PRESS, January to June, 1929.
With Index, Price—\$7.50.
On Sale at the Hong Kong Daily Press Office.

INTIMATIONS.

HONG KONG JOCKEY CLUB.

RACE MEETING 1930.

22nd, 24th, 25th, 26th FEBRUARY AND 1st MARCH, 1930.

ON SATURDAY, 22nd FEBRUARY, the FIRST RACE will be Run at 9 P.M., and on All Other Days at 12 O'CLOCK NOON. On the First Day, the First Race will be Run at 1.30 P.M., and on the Other Four Days at 11.30 A.M.

MEMBERS' BADGES AND ENCLOSURE.

Members' Badges may be obtained by those Members who have not already received them on Application to the SECRETARY.

Such Badges will also ensure Admission to all Extra Race Meetings during 1930.

Members are Notified that They and Their Ladies must Wear their Badges prominently displayed.

No One Without a Badge will be admitted to the Members' Enclosure.

Badges Admitting Non-members to the Members' Enclosure and Club Rooms at \$10 Per Day or \$40 for the Meeting (Ladies \$4 and \$16 respectively), are obtainable through the SECRETARY, upon Introduction by a Member, such Member to be Responsible for Payment of all Costs.

Badges Admitting to Members' Enclosure will Not be On Sale at the Race Course.

Members can obtain, upon Application to the SECRETARY, Badges (Limited to Two) for the Free Admission to the Members' Enclosure of Wives, Lady Relatives and Friends. Names must be stated when applying.

On No Pretext will Children be permitted in either Enclosure during the First Four Days of the Meeting.

PUBLIC ENCLOSURE.

The Price of Admission to the Public Enclosure is \$5 Per Day for All Persons including Ladies, and is Payable at the Gate.

Soldiers and Sailors in Uniform are Admitted to the Public Enclosure at \$1 Per Day.

Bookmakers, Tie Men, etc., will Not be Permitted to operate within the Precincts of the Hong Kong Jockey Club during the Race Meeting.

SERVANTS' PASSES.

Passes for Servants will be issued on Application to Messrs. LINSTED & DAVIS, Alexandra Buildings.

Employers are requested to distribute them with Discrimination and to Endorse their Names on the Passes.

Servants are Not Permitted in the Members' Enclosure except for passing through on their Duties, but must remain in their Employers' Stands.

Any Persons found loitering with Servants' Passes in their possession will Forfeit the Same and will be Removed from the Enclosure.

By Order,
C. B. BROWN,
Secretary.
Hong Kong, 10th Feb., 1930. [9006]

HONG KONG HORTICULTURAL SOCIETY.

THE ANNUAL SHOW of FLOWERS and VEGETABLES will be held in the CITY HALL, on THURSDAY, 6th MARCH, 1930.

The SHOW will be OPENED to the PUBLIC between the Hours of 3 P.M. and 7 P.M.

ADMISSION \$1.00.

There will be an Orchestra in attendance.

Prizes will be distributed by Mrs. SOUTHERN at 6 P.M.

The ENTRIES for the FLOWER SHOW will CLOSE at NOON on WEDNESDAY, 26th FEBRUARY, in the SECRETARIES' OFFICE, c/o BRADLEY & CO., LTD. [9025]

THE BLUE TAXICAB COMPANY.

OUR TAXI SERVICE in Kowloon has been Established for the Past Two Years and From Now on We wish to serve Our Customers with A BETTER RATE by Issuing TICKET FORMS. EACH BOOK of Tickets Costs FIVE DOLLARS and contains TEN 10 CENT-TICKETS, FIVE 20 CENT-TICKETS, and TEN 40 CENT-TICKETS. These Ticket Books can be obtained from Our Office at the CORNER of NATHAN and PAK HOI STREETS, TAUMATI.

Books will be Ready for Sale at the End of the Month. [9026]

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MORTGAGE BANK AND ESTATE AGENTS.

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Six-roomed & Five-roomed Apartments

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11, Lee House Street,
Hong Kong.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5 p.m., stated:-

The anticyclone remains central to the North of the Yangtze Valley and has strengthened slightly. Strong monsoon will continue along the S.E. Coast of China and fresh monsoon over the N. China Sea.

Local Forecast:-N. winds, fresh, fine.

BIRTHS.

COBB.—On February 8, at the Country Hospital, Shanghai, to WINNIE, wife of A. H. K. COBB, a son.

HODGSON.—On February 8, at the Country Hospital, Shanghai, to Mr. and Mrs. E. HODGSON, a son.

WATERS.—On February 8, at the Country Hospital, Shanghai, to Mr. and Mrs. T. F. R. WATERS, a daughter.

MARRIAGE.

CAMPBELL-SMITH.—On February 8, at the H.B.M. Consulate-General, and afterwards at Union Church, Shanghai, WILLIAM WATSON CAMPBELL of the Hong Kong and Shanghai Banking Corporation, eldest son of the late Rev. A. CAMPBELL and Mrs. CAMPBELL, 6, Springbank Terrace, Aberdeen, and BARBARA MARGARET, younger daughter of Mr. JOHN ADAM SMITH.

DEATH.

PARKINSON.—On February 8, at Hankow, China; JOHN, aged 3 years 8 months, beloved and only son of Mr. and Mrs. H. E. PARKINSON.

Editorial and Business Offices: 11, Lee House Street. Tel. Central 12.
Night Editor (Wanchai Office): Tel. Central 4511.
London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, FEBRUARY 15, 1930.

QUANT IDEAS ABOUT 中華書法

Some days ago there appeared in our columns an interesting article by a Japanese educationist who advocates the adoption of Chinese ideographs in place of Roman characters for written and printed English and other European languages. To many the suggestion may have seemed so absurd as to be unworthy of a moment's serious consideration—and, from the practical point of view, the idea is altogether ridiculous. If there were no such mechanical devices in the world as typewriters and linotypes, it might be worth while giving the Japanese gentleman's suggestion more serious attention. It is true that both machines have been to some extent adapted to the Chinese and Japanese languages, but the painful process of modification necessary is itself an admission that the ideographic system of writing and printing is unsuited to modern mechanical requirements. While we may admit, then, without equivocation that there is no likelihood of English or any other Romanized language being written in the picturesque manner of Chinese and Japanese calligraphers, we may also admit that our alphabetical system of writing and printing is not necessarily the most perfect manner of committing thoughts and facts to paper. At the same time, let it be conceded also that the Japanese—and Chinese—style of writing is one of the most complicated systems ever devised by man. In addition to the "square" Chinese characters both nations employ a cursive, simplified form known as "grass hand," and as each of one of these Sino-Japanese characters has several alternative forms, one can sympathize with the old-time Jesuit missionary who, exasperated by the eccentricities of written Japanese, declared it to be "the invention of a conciliabule of the demons, to harass the faithful."

Strange though the assertion may seem, the Chinese method of writing has much to commend it. As adapted by the Japanese, there is even more to be said in its favour, but such advantages as it has are more than outweighed by its drawbacks. Mechanical writing devices such as typewriters and linotypes are essential for modern commercial and publicity purposes, and neither machine can be adapted to give six—or even four—thousand characters, though most ingenious efforts have been made to employ both machines within a very limited range. It is a fact, however, that the ideographic system of writing lends itself very readily to the invention of new words, simply by making fresh combinations of existing symbols. Professor CHAMBERLAIN—the greatest British authority on the Japanese language—has pointed out the ease with which Japanese writers can render every shade of meaning represented in the columns of an English newspaper or the pages of a technical journal printed in any European language. Whether the subject be financial, diplomatic, commercial, legal, theological, philosophical, or scientific, the ideas of any European can be expressed in writing by an Oriental without the slightest difficulty. If it happens that there is no ideograph which quite meets the translator's requirement, he takes two of the most appropriate characters and, by the simple process of putting them together, creates a new compound ideograph which fits the occasion exactly. Some fifty years ago a distinguished Japanese writer engaged in translation work was unable to find an exact and terse equivalent for the word "steam." He hit upon a combination which made a character which is now used both in China and Japan. It is composed of the ideographs representing "water" and "spirit" (the spirit for vital force of water). Thus it comes about that, in countless modern instances, the characters adequate to the words they stand for, which latter could not have come into existence without the characters as a basis.

SCHOPENHAUER is said to have once remarked that "one exceedingly conspicuous advantage of Chinese characters is that 'we can use them without understanding Chinese'—because they are signs of things or ideas. We have not been able to trace this alleged quotation, nor do we know whether the great German philosopher ever actually exercised his imaginative faculties in an attempt to recognise the ideas thus conveyed. We suspect, rather, that he was misled into making this rash assertion by making a very common mistake—that of believing Chinese characters represent ideas and not words. It is doubtful whether there has ever existed, or could exist, a system of ideographic writing independent of particular words, but in any case 'Chinese writing' is certainly not such a system. The Japanese linguist who advocates the substitution of ideographs for the Roman letters common to most of the rest of the world argues very ingeniously that the Chinese method of writing is very expressive because it is symbolic. He cites as an analogy the well-known picture of a dog in the listening attitude which at once recalls in the mind of the beholder "gramophone," and the picture of a mountain surrounded by stars which is the trademark of a well-known film company, which at once calls up in the mind "movies." Continue this pictorial process, says our Japanese friend, until all words are represented by symbols, "which in themselves picture the idea to be expressed," and you have in effect the Chinese system of ideographs—which is precisely what you do not get. Originally—not hundreds, but thousands of years ago—this was true of the Chinese form of writing, and in a few characters it is still possible for persons of vivid imagination and acute perception to trace a vestige of the primitive pictorial form. But such research is not a really serious occupation; it is more of a spare-time amusement for students of ideographs whose knowledge of the subject is sufficiently profound to enable them to engage in such a pursuit of knowledge. As foreign students of Chinese and Japanese are painfully aware, there is little assistance to be obtained in memorising characters—from any "picture" of the idea expressed.

Professor CHAMBERLAIN has expressed the opinion that ideographic writing apparently possesses an inherent strength that makes it tend to triumph over, without entirely supplanting, phonetic writing whenever the two are brought into competition in the same arena. Repeated efforts have been made in Japan to popularise "Romaji"—a romanised form of writing and printing Japanese, but very little general interest is taken in the movement. "Romaji," of course, permits of expression by the use of typewriters and linotypes, but outside the circle of a few enthusiastic educationists and their more energetic students, there is no more interest displayed by the Japanese in "Romaji" than there is enthusiasm among average English people for the study of "Ido." What really is significant, in regard to the modern use of Chinese characters, is the very definite tendency both in Japan and China to reduce the number of characters in common use. The Japanese newspapers have an understanding whereby their writers—be they ever such accomplished scholars—confine their pens, or brushes, to the delineation of about two thousand characters. It has been found, by actual test, that within this limit it is possible to convey to newspaper readers all they may reasonably desire to know about local and foreign affairs.

Contributors to the monthly magazines may continue, if they choose, to ring the changes on the forty, fifty, or sixty thousand characters acquaintance with which is considered a mark of profound learning. But for all ordinary purposes, a knowledge of two thousand characters is ample—and a boy attending primary school in Japan learns this number before he leaves. Whether or not the memorising of these characters imposes too severe a strain upon children, or involves waste of time which could be easily put to better use, are questions upon which experts hold conflicting opinions. The issue is not likely to be settled for some time to come, and when—if ever—it is definitely decided we shall be in a better position to discuss the Japanese linguist's well-meant suggestion that we take to writing English in ideographs.

News and Views.

Two Chinese cases of small-pox were reported on Thursday.

There will be no dinner dance in the Hong Kong Hotel to-night.

According to the statistics, compiled by the Canton Treasury the revenue of Kwangtung during 1929 was amounted to \$35,782,984.

In his weekly talk, appearing on page 4, the Chief Scout has something to say about lovely harbours and, in addition, a few words of good advice on doing one's duty.

Mr. Li Lu Chao recently tendered his resignation as magistrate of Chungshan—the modal district. The Provincial Government has appointed Mr. Wong Kui Soo as his successor.

H.R.H. The Prince of Wales has been pleased to grant Raphael Tuck & Sons, Limited, the honour of the Royal Warrant of Appointment as Fine Art Publishers to His Royal Highness.

On Saturday, March 8, an Old Bedfordian dinner will be held in Hong Kong, and Old Boys interested are invited to communicate with Mr. E. J. R. Mitchell, care of Messrs. Arnold & Co.

The annual show of flowers and vegetables, under the auspices of the Hong Kong Horticultural Society, will be held in the City Hall on Thursday, March 6. The show will be opened from 3 p.m. to 7 p.m.

The Old Bedfordian dinner will be held in the Hong Kong Club on March 8. Old Bedfordians are asked to communicate with Mr. E. J. R. Mitchell, care of Messrs. Arnold & Co., Ltd., for further particulars.

The Hatry Settlement.

We publish on page 11 to-day the next of the scheme drawn up by an unofficial committee of the London Stock Exchange for the purpose of facilitating a settlement of the uncompleted bargains made for the September 28 account. Settlement in these shares was postponed by the Committee for General Purposes because of the difficulties that had arisen in consequence of certain irregularities. The scheme was skillfully contrived to overcome them. There is only one point in the plan of real interest to the investing public—namely, that under those of them who have sold any of the "Hatry" shares will receive payment in full whether the shares they sold are good or bad, although the brokers who have sold the shares for them will actually receive only 70 per cent. The country brokers, who were almost entirely buyers on behalf of their clients, pay 40 per cent., while the London buying brokers, or "shunters," who acted for these country brokers pay 10 per cent. London buying brokers who acted for other clients pay 42 1/2 per cent. of the amount due from them, and the dealers contribute on a sliding scale based on turnover. The different contributions made by brokers and jobbers will produce a sum of about \$200,000. There remains the substantial deficiency of \$200,000. The covering of this deficit had caused much anxiety, and the committee's success in raising this sum was due to very generous promises made by prominent members of the Stock Exchange and other parties who are not concerned in the unsettled account. In many cases the contributions are pure gifts made by people who have no moral obligation in the matter in any shape or form. The fund of \$1,000,000 is vested in trustees (the Royal Exchange Assurance), who have now started paying out. In these circumstances it should not be a vain hope that professional parties outside the Stock Exchange who have had dealings in the Hatry shares may see the wisdom and appropriateness of making a compromise on the same lines as that contemplated by the Stock Exchange. There are good grounds for accepting the committee's view that the scheme is the only plan which will save innocent people from becoming involved in serious trouble. That is what would have happened had the settlement been carried through precipitately in September last.

At the Bankruptcy Court yesterday, adjudication was granted in respect of Tsung Fu Kwong and Tseng Pink Kwong, who were partners in the King Edward Hotel, and also in the case of the Shing Wo Tong firm. The Ka Loong Fook Kee firm was discharged from bankruptcy.

Kwangtung provincial Council has instructed local magistrates to take steps to prevent merchants from profiteering by putting up the prices of foodstuffs any further. It is pointed out that prices are five times higher than they were sixteen years ago—which is not exactly an advertisement for the blessings of democracy and republicanism.

The S.P.C.A. Ball.

The forthcoming fancy-dress ball at the Peninsula Hotel, in aid of the S.P.C.A., promises to be one of the most successful events of its kind ever organised in Hong Kong. The very suggestion of a fancy-dress ball conjures up visions of a merry throng of masqueraders in a colourful setting, and there is no doubt, that the night of March 7 will be a memorable one, for many residents have already intimated that they are again organising parties for the occasion. It would be impossible to secure a better venue than the Peninsula Hotel, and it is confidently expected that the spacious accommodation will be fully taxed. The object in view is a most worthy one, and if the splendid work of the local branch of the S.P.C.A. is overlooked by some residents, an opportunity is here given to assist a most deserving cause. It is hoped that those who have not previously attended one of these events, will make a special effort this year, so that the success may be even greater than anticipated.

Vegetarianism and Vitamins.

Mr. Frank Wyatt speaking under the auspices of the Vegetarian Society in Manchester, said that a remarkable change had lately come about in the attitude of all thinking people towards vegetarian ideas. Scientific men nowadays were reportedly declaring that flesh foods were unnecessary, while not a few were definitely recommending, on scientific grounds, the foods the use of which the vegetarians, from their own experience, had advocated for so long. The reason for this remarkable right-about-face in the attitude of the scientific world so far as flesh foods were concerned was mainly to be found in the discovery of the vitamins—these wonderful entities which no one had yet seen, but whose presence in the diet was necessary to the health of everyone. The foods which made for abundant health and vitality were, par excellence, the vegetarian foods, while as for the "meat" foods on which so many people still preferred to rely, these were necessarily laden with the waste products of the animal from whose body they came, and were also liable to speedy putrefaction.

Looking Back 25 Years.

The committee of the Hong Kong Football Challenge Shield Association held a meeting at the China Trading Insurance Company's office yesterday afternoon to consider a protest made by the Tai Kok Football Club and H.M.S. Tamar against the Naval Yard for playing ineligible men. Rule 5 provides that no man belonging to a battleship, first or second-class cruiser should play for any ship but his own, but it was held that though the Tamar had a greater complement than a second-class cruiser, she did not come under this rule, and the protest was quashed. Rule 5, however, was altered to read "battleships, first and second-class cruisers, and ships of over 200 white complement." This means for the future no men belonging to H.M.S. Tamar will be allowed to play for the Naval Yard. *Hong Kong Daily Press*, February 10, 1905.

Looking Back 50 Years.

Sir Michael Hicks-Beach is satisfied Governor HENNESSY will represent domestic service in Hong Kong. So said Reuters. Attention has been raised in the House of Commons by some zealous disciple of Wilberforce, and the Secretary of State for the Colonies has declined to interfere, being persuaded that, attention having been drawn to the matter, the Governor of Hong Kong will see that the law of England is enforced. The Government, by its inaction, has become responsible for the growth in the Colony for this essentially Chinese institution, and it would be an act of great injustice now to institute proceedings against those who have done what they, at any rate, thought was tolerated in the Colony. But we believe the Secretary of State means that he relies upon the Governor of this Colony to see that no further violations of the law of England are permitted in an English Colony, to make it clearly understood that, however harmless in itself, however beneficial to the chattels in many cases, no transaction of the kind can be allowed. It may at first sight appear hard, but the better class of Chinese cannot fail to see, on calm consideration, that this system of domestic servitude fosters kidnapping, and that the latter is a fruitful source of crime and misery. *Hong Kong Daily Press*, February 10, 1900.

GERMANY'S "POCKET BATTLESHIP."

TIMELY HINT BY M. TARDIEU.

FRANCE PROCEEDS WARILY.

ITALY WANTS PARITY WITH FRANCE.

[THROUGH REUTER'S AGENCY.]

LONDON, Feb. 14.

There is a notable passage in M. Tardieu's statement which was cabled yesterday evening; "France is now obliged, owing to the recent appearance of a new type of battleship, to make use of part of her credit of 70,000 tons" (allowed to her under the Washington Treaty in replacement of three battleships), "before the end of 1930, and that she might be compelled to use completely during the same period should new ships of the same type happen to be built."

This is the first mention in connection with the Conference of the new German Ersatz Preussen, the so-called "pocket battleship."

The French statement is generally interpreted as meaning that France will not agree to any reduction unless she is guaranteed "security," otherwise "a Mediterranean Locarno."

The Japanese statement is notable for the fact that it does not give definite figures, but does not press a demand for 70 per cent. of the ratio with America.

Both Memoranda are regarded as opening a way for negotiation with a real possibility of agreement, at least in the reduction of capital ships.

PRESIDENT CURTAILS HOLIDAY.

LONDON, Feb. 14.

Owing to the developments of the Naval Conference, President Hoover is shortening his fishing holiday and returns to Washington on Saturday, instead of Monday.

Official despatches dealing with the French proposals were delivered to the Presidential yacht.

From the President's action the opinion is held that the Conference has reached a point where the actual negotiations can begin. It is learned that the Japanese proposals are even more helpful than was anticipated.

Tokyo, February 14.

Although officials have not yet had time to study M. Tardieu's statement, the first reaction caused thereby is understood to be the fact that another Power is demanding tonnage so differing from those of the Washington Treaty, that it is considered to strengthen Japan's claim for seventy per cent.

Alternative Proposals.

Tokyo, February 14.

It is authoritatively learned that the Japanese memorandum presented to the American and other delegations on Wednesday offered two alternatives to the tonnage proposals for the Japanese and American navies only. It is explained that since Britain and America have agreed to the principle of parity, the Japanese consider themselves justified in making the American fleet the standard on which to measure Japan's requirements.

In the first schedule, America has—Large cruisers 150,000 tons, small 147,000 tons, destroyers 150,000 tons, submarines 82,000 tons; Japan 120,000 tons, 100,000 tons, 105,000 tons, 78,500 tons.

Under this proposal Japan will attain the proposed larger cruiser adding two 8,800 tons each to the existing twelve, totalling 108,400 tons, and retain her present submarine strength. The alternative proposal is—America, 150,000, 189,000, 150,000, and 82,000 tons; Japan, 108,400 which is her present strength, 120,000, 105,000, 78,500 tons.

Japanese Press Comment.

Tokyo, February 14.

Expressing satisfaction with the Japanese counter-proposals to America, the *Asahi*, which appears to reflect general opinion in official and unofficial circles, urges America to agree to reduce the size of capital ships by 2,500 tons and accept 15 large cruisers instead of 18, thereby facilitating the British acceptance of Japan's claim to 70 per cent. of the American.

Recent press comments, moreover, indicate the growth of a desire for the eventual abolition of capital ships. Several papers in the past two or three days have been intimating that Japan's present opposition to the abolition of submarines might undergo a change if the Powers agreed also to scrap capital ships, though some add that the abolition of submarines should

also be conditional on the abolition of gas in warfare and the aerial bombardment of open towns, both of which are characterised as more barbarous than submarines.

A Shock for Italy.

LONDON, February 13.

There is a mixed reception in Conference circles to M. Tardieu's naval statement which is held to represent a building rather than a scrapping programme, but the publication of the actual figures is welcomed as the Conference is now enabled to get to grips with concrete facts.

The figures must have shocked the Italians who, if they persist in their demand for parity with France, will be compelled to double their existing fleet.

The Japanese statement reveals several differences from the American viewpoint, but they are believed to be adjustable.

French Statement.

LONDON, February 13.

Speaking at the Naval Conference M. Tardieu declared that France was the only great Power which had reduced its navy since before the war, and statistically demonstrated his statement by showing that the present global tonnage was 692,000 as compared with 1,339,000. Battleships were accounted for by a reduction of 551,000 tons, but aeroplane carriers and submarines had increased to 32,600 and 62,000 respectively. Moreover, France alone had not constructed any new tonnage between 1914 and 1920. Consequently, she was compelled to keep a considerable tonnage, especially of battleships and cruisers, in active service beyond the age limit.

France was willing to accept the British and American proposal to discuss agreement on the basis of building programmes from 1930 to 1936, and proposed that the French fleet at the end of 1930 should consist of 724,470,000 tons, of which 82 per cent. would be replacements, and 18 per cent. new tonnage.

Mutual Confidence.

M. Tardieu said that France was ready to agree to a holiday in battleship construction to the extent of 105,000 tons, but emphasised that the limitation of naval armaments should be inter-dependent with the limitation of land and air forces. He affirmed conflict between France, Great Britain and America was unthinkable; therefore, the French naval programme was strictly defensive, and in conformity with the Kellogg Pact. Hence she did not view with alarm either the reduction or increase of the British and American naval forces decided on with the object of reaching agreement.

In the same spirit of mutual confidence, he trusts that the above proposals, which merely correspond to her national requirements, cannot alarm other nations.

Italy and France.

An authoritative Italian statement emphasises that absolute parity with France will remain the cardinal principle of the Italian naval policy. The Italian delegation will not table any figures of tonnage until the French figures are tabled, and then the Italian figures will be almost identical. Italy is also urging the scrapping of all capital ships in order to open the way to the scrapping of submarines.

Japanese Programme.

The Japanese delegation to the Naval Conference has issued a statement emphasising Japan's desire to maintain a force necessary for her national defence in Far Eastern waters. She favours the formula of harmonising the two extremes of global tonnage and categories, by allowing transfers in certain categories.

Japan is ready to agree not to down lay any capital ship until 1936, and agreeable to reduction in the size of gun calibre, the extension of the age of capital ships, and also the limitation of aircraft carriers, six-inch gun cruisers and destroyers, and is prepared to reduce her auxiliary craft proportionately with the other Powers. She attaches special importance to maintaining a minimum strength of eight-inch gun cruisers, and is convinced of the necessity of submarines, but is willing to co-operate for the regulation of their use. Japan proposes to maintain her existing tonnage of submarines, but agrees that the maximum size of submarines should be limited and the age limit fixed at thirteen years.

THE FUTURE OF WEIHAIWEI.

RETROCESSION AGREEMENT INITIALED.

SHANGHAI PROVISIONAL COURT.

[THROUGH REUTER'S AGENCY.]

NANKING, Feb. 14.

Dr. C. T. Wang informed Pressmen this morning that the draft agreement regarding the Shanghai Provisional Court has received the approval of the Governments concerned, and the formal signing will take place on February 17 in Nanking.

Dr. Wang also stated that he and Sir Miles Lampson had reached an agreement regarding the retrocession of Weihaiwei. The draft agreement has been initialled.

Upon approval by the British Government, the agreement will be signed. Dr. Wang declared that the retrocession of Weihaiwei will be the first step towards the retrocession of all leased territories held by foreigners in China.

SIR MILES LAMPSON IN HANKOW.

[THROUGH REUTER'S AGENCY.]

HANKOW, Feb. 14.

Sir Miles Lampson arrived this afternoon by plane to attend a meeting of the Committee of the British Chamber of Commerce this evening.

JAPANESE DISASTERS.

[THROUGH REUTER'S AGENCY.]

TOKYO, Feb. 14.

Seven railway carriages were overturned, three plunging into the river, last night, when a passenger train was blown off a bridge during a snow-storm at Hokkaido. A number of casualties is reported.

School Girls Killed.

Five school girls were killed instantaneously and two expired later, whilst several others were seriously injured—yesterday—at Okinawa, Loochoos, when a wall in the playground suddenly collapsed.

JAPANESE CHIEF OF GENERAL STAFF.

[THROUGH REUTER'S AGENCY.]

TOKYO, Feb. 14.

Owing to General Muto having declined office as Chief of General Staff, the authorities have decided to appoint General Hanzo Kanaya instead.

TWENTY MILLION FOR SCHOOLS.

[THROUGH REUTER'S AGENCY.]

FORT MYERS, Florida.

Mr. Henry Ford has announced that he intends to devote his life and twenty million sterling in founding trade and other schools. He declares that much of the prevalent crime is due to improper education, and racketeering is merely a revolt against failure in society of fit young folks.

STEAMER COLLIDES WITH LIGHTSHIP.

[BRITISH WIRELESS SERVICE.]

RUOBY, Feb. 14.

There was a dense fog in the Channel throughout last night and this morning.

Last night an American steamer collided with the South Goodwin lightship damaging her above the waterline but she will remain at her station.

COAL MINERS' BILL.

WILL AMALGAMATION BE COMPULSORY?

[THROUGH REUTER'S AGENCY.]

LONDON, Feb. 13.

The House of Commons, by 231 votes to 142 adopted the first new Government clause in the Coal Mines Bill creating an amalgamation advisory committee to decide whether the amalgamation of the coal mines should be compulsory. The clause, which was introduced to placate the Liberals, does not rule out voluntary amalgamations.

CHALLENGE TO NANKING.

KUOMINCHUN FORCES MARCH ON HANKOW.

YEN HSI SHAN'S TELEGRAM TO CHIANG.

[THROUGH REUTER'S AGENCY.]

PEKING, Feb. 14.

Shansi organs print the text of a telegram from Yen Hsi Shan to Chiang Kai Sek. It refers to the present conditions throughout China, and the internal strife resulting in the "military comrades of the Kuomintang, all of whom are disciples of Sun Yat Sen" killing and wounding each other.

It goes on to express doubt as to the efficacy of achieving unification by military force, and reminds Chiang Kai Sek of his frequent statements that he will retire, and calls on him to "abdicate his seat," whereupon Yen will follow suit.

The telegram is regarded here as a challenge to Nanking, which will probably lead to hostilities. It is known that Shih Yu San and Han Fu Chu are at present intimately connected, and though relations between them and Yen Hsi Shan are not clear, there seems to be no doubt locally that they will combine.

DOUBTFUL LOYALTY OF GENERALS.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Feb. 14.

According to Japanese reports the Kuominchun forces are again advancing in Hupoh, and have reached Kingtsekuang—with their objective as Hankow.

General Shih Yu San, it is reported, is joining them, while the loyalty of General Han Fu Chu is doubtful.

The Nanking Government's commandeering of ships in Shanghai is believed to be for the object of sending troops up river against the rebels.

STRAINED RELATIONS.

[FROM A SPECIAL CORRESPONDENT.]

SHANGHAI, Feb. 14.

The war cloud is hanging heavily over the Tientsin-Pukow and the Lunghai Railways. The Honai rebels seem determined to risk a war with Nanking. From Nanking's point of view, and similarly from that of outside observers, this uprising in Honan can not be regarded as local and must more or less involve the Kuominchun and Marshal Yen Hsi Shan. Therefore it would not be a great surprise if the present uprising in Honan does not lead to more strained relations between Marshal Yen Hsi Shan and Marshal Chiang Kai Sek.

SPEED RECORD.

KAYE DON'S ATTEMPT NEXT MONTH.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, Feb. 13.

The Automobile Association has sanctioned the attempt of the British motorist, Kaye Don, on Major Segrave's record of 231 miles an hour.

Mr. Don is arriving at Daytona on March 1, and the attempt will be made in a 5,000 horse-power Sunbeam, with a potential speed of 250 miles an hour, between March 15 and 30.

RIOTING IN SPAIN.

POLICE CHARGE MOB.

[THROUGH REUTER'S AGENCY.]

MADRID, Feb. 13.

A thousand unemployed attempted to demonstrate outside the Royal Palace. The police charged and dispersed the demonstrators, who then raided shops in the suburbs.

Barcelona, Feb. 13.

Five students have been injured in street fighting.

PROHIBITION A FAILURE.

FOUND WANTING AFTER TEN YEARS' TEST.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, Feb. 13.

The opening of the House of Representatives' judiciary committee's investigation on the question of prohibition was marked by warm applause of the "wet" chairman's declaration that prohibition has been tested for a decade with no satisfactory results. Many "wets" were present.

CHIANG'S REFUSAL TO RESIGN.

DETERMINED TO SUPPRESS REACTIONARY ELEMENTS.

[THROUGH REUTER'S AGENCY.]

NANKING, Feb. 14.

Marshal Chiang Kai Sek, interviewed to-day, acknowledged the receipt of Marshal Yen Hsi Shan's telegram but stated, emphatically, he would not resign, but on the contrary he would make every effort to completely suppress all reactionary elements throughout China.

It is considered here that this strong statement is of far-reaching importance in the immediate political developments.

THE RED WAR ON RELIGION.

QUESTIONS IN COMMONS. SOVIET DENIALS.

[BRITISH WIRELESS SERVICE.]

RUOBY, Feb. 13.

The Foreign Secretary, Mr. Arthur Henderson, was asked in the House of Commons by Commander Locker-Lampson, former Conservative Under-Secretary for Foreign Affairs, whether he would take into the Covenant of the League of Nations to bring before the League the question of the conditions affecting religious liberty in Russia.

Mr. Henderson replied: "Reports current regarding the religious situation in Russia have caused widespread and deep concern in this and other countries, and are receiving the serious consideration of His Majesty's Government. I have grave doubts whether the course suggested by Commander Locker-Lampson would promote the object which he had in view, but the House may rest assured that His Majesty's Government will, when possible or compatible with the interests of those affected, use all its influence in support of the cause of religious liberty and the freedom of religious practice."

Replying to further questions, Mr. Henderson said that he was now awaiting a report from the British representative in Russia on the religious situation.

Discussion in Lords.

In the House of Lords, Lord Hayer (Conservative) asked whether the Government had called the attention of the Soviet Government to the fact that its action against the Christian churches and peoples of Russia was not in accord with the British principles of justice, and did not assist in maintaining friendship between Great Britain and Russia.

The Archbishop of Canterbury said that this matter concerned him directly both officially and personally. He referred to the solemn protest against religious persecution in Russia which he had made at the Convocation of Canterbury yesterday in the name of the Church of England, and to the resolution of Bishops endorsing that protest. He added, however, that the Bishops desired to dissociate the protest from the more political issues which had been made. They felt that the force of their protest in the name of religion and humanity would be greater if it could not be regarded as part of any political movement.

Government's Position.

Lord Parmoor, replying for the Government, said he would not seek to deny the great importance of the question. It raised, however, points of great difficulty and responsibility. He agreed with the Archbishop of Canterbury that it was our duty to inquire into the accuracy of the statements which had been made. The primary difficulty from a political standpoint was that, while we stood for religious liberty and against religious persecution, we had to consider the matter from a constitutional position and allow in other countries the same liberty in matters of internal and domestic policy that we claimed for ourselves.

Lord Parmoor added that the Foreign Secretary would do all he could in the matter, and he read a statement made by Mr. Henderson on the subject in the House of Commons.

Lies and Slander.

Moscow, Feb. 13.

The Association of Workers, on behalf of 6,000 Leningrad scientists, has appealed to the intelligentsia of West Europe and America to protest against the campaign of lies and slander directed against the capitalist circles.

EUROPEAN STEEL CARTEL.

PRICES TO BE RAISED.

[THROUGH REUTER'S AGENCY.]

BRUSSELS, Feb. 13.

The European steel cartel has decided to increase the basic prices of merchant steel and angle steel by two shillings, and thick plates by four shillings per metric ton.

BAN ON SILVER.

NANKING WARNS BRITAIN AND FRANCE.

REMEDY FOR "FINANCIAL CRISIS."

(Wah Tsz Yat Pao.)

NANKING, Feb. 14.

The Ministry of Finance has instructed the Custom authorities to prohibit the importation of silver into China for the time being as a remedy for the "financial crisis."

The Central Government has also instructed the Ministry of Foreign Affairs to notify the British and French representatives that importation of silver from India and Indo-China must cease.

RIVALS TO THE BREMEN.

AMERICA TO BUILD TWO LINERS.

SPEED OF 23 KNOTS.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, Feb. 13.

The United States lines have drawn plans for two liners, each 922 feet long, with a speed of 23 knots, which is longer than the Majestic and faster than the Bremen.

The United States lines are asking for financial aid from the Government, contending that the vessels will be of potential value to the Navy owing to their speed.

AUSTRALIA-SINGAPORE.

PROPOSED NEW AIR SERVICE.

[THROUGH REUTER'S AGENCY.]

CANBERRA, Feb. 13.

Referring to a statement that the British Air Ministry was eagerly awaiting an announcement from Australia in regard to the establishment of an air route between Singapore and Port Darwin, Mr. J. Scullin, the Premier, said that although the British Government seemed to have assumed that the Commonwealth was ready to subsidise such a link in the England to Australia air route, actually no definite commitment had been made. The Commonwealth Government was awaiting the report of certain officers now in Great Britain, and would also like information about the stipulations of the Imperial Airways in regard to auxiliary services and surcharge receipts.

ANTARCTIC EXPEDITION.

SIR HUBERT WILKINS RETURNING.

[THROUGH REUTER'S AGENCY.]

OSLO, Feb. 13.

It is reported from Deception Island that Sir Hubert Wilkins is expected there in the William Scoresby to-morrow and will return to America as soon as possible. There will be no flight to the Ross Sea this season.

A CHINESE GRISELDA.

Our Chinese translator has called from a Canton paper the story of a very virtuous young woman who ended her own life a short while ago. Chang Yuch Ying, a pretty woman of 23, was married to a poor scholar when she was twenty years old. The young man died two years later and the widow was advised by her brothers to take another husband, but this she firmly refused to do. She went to live with her mother-in-law, a cruel and hard-hearted woman, and she supported the little family by needle work. Though she was virtuous, obedient and industrious, she was disliked by the old woman who "blamed her as a woman of ill fate" who had caused her son's death. She was scolded and sometimes even cruelly beaten without any reason, but did not complain. Later, the mother-in-law also died and the brothers again urged their sister to re-marry but she refused. When the funeral was over, she hanged herself in her bedroom.

TWO MORE GUNBOATS FOR CANTON.

ORDER PLACE IN HONG KONG.

In the days of the Manchurian dynasty there were a hundred warships stationed at Canton for the protection of the coast and rivers. That number has now shrunk to less than half that total with consequences that are too well known to call for comment. Admiral Chen Chak has done excellent work in reorganising such forces as are at his command, and he has now persuaded the Canton Government to place an order with a Hong Kong firm for two new warships. They will be vessels of 100 feet length, and a speed of fifteen knots. Further particulars are not yet available.

KWANGSI CAMPAIGN.

MORE CONFLICTING REPORTS.

CANTONESE CLAIM VICTORY.

[FROM A SPECIAL CORRESPONDENT.]

CANTON, Feb. 14.

In view of the fact that the Canton forces have suffered reverses at the hands of the Kwangsi troops along the Kwei River, the Canton military authorities are determined to abandon their campaign in that direction, and will direct their operations in the direction of South-Eastern Kwangsi with a view to attacking the "Ironsides" rear whose main forces are now occupying an extensive area in South-Western Kwangtung.

According to another report the Kwangsi troops attempted to capture Yungchi on February 11, and were repulsed the following morning after a serious engagement lasting twenty-four hours. It is stated that the Kwangsi troops are taking up defensive positions in the neighbouring districts of Tenghsien and Monghsien.

CANTON OFFICIAL REPORT.

[FROM OUR OWN CORRESPONDENT.]

CANTON, Feb. 14.

The Canton Government to-day claimed another decisive victory over the Kwangsi "Ironside" coalition in Yunghsien in the upper part of the West River. The Government report further states that after the capture of Watlam on Tuesday, the Nationalist troops marched towards Kweishien. At Yunghsien they encountered a formidable detachment of the enemy and a fierce battle ensued, lasting all day. In the end the Cantonese forces were victorious, and over 4,000 enemy troops were disarmed. Large quantities of supplies and other war materials were also captured and are being brought back to Wuchow.

CANTON MILITARY LOAN. MERCHANTS FAIL TO TAKE UP QUOTA.

[FROM OUR OWN CORRESPONDENT.]

CANTON, Feb. 14.

The Canton Government appears to have considerable difficulty in getting the people to take up bonds totalling the \$4,000,000 Military Loan which was floated some months ago to meet the expenses incurred in the campaign against the Kwangsi "Ironside" coalition. It will be remembered the quota system was used, and the merchants throughout the Province were to take up one-half of the Loan. The other half was to be disposed of by the different Government institutions. During last December each Government employee, whose salary was above a certain sum, was forced to take up these bonds to the extent of 20 per cent. of his salary. Some \$120,000 in silver was thus realized. During last month the Canton Police also forced the landlords to take up bonds to the amount of one-half month's rental. Somehow the merchants failed to come through with their quota. After February 15 no more bonds will be sold, and unless the merchants come up to expectation, the Police will be instructed to collect another month's rental from each store without promise to repay.

THE KWANGSI STRUGGLE.

PROGRESS BY CANTON TROOPS.

According to the vernacular Press, the "Ironside" Kwangsi forces attacked Tenghsien on Tuesday and Wednesday and were finally repulsed on Thursday evening. The Cantonese troops under Chiang Kwang Nai and Tsai Ting Kai lost heavily but held their position. Further fighting is expected and a number of gunboats and aeroplanes have been rushed to Tenghsien.

The Cantonese troops are operating against Kwangsi troops in Southern Kwangsi are now pressing upon Watlam.

The situation in Southern Kwangtung is obscure. According to an official report received in Canton, the "Ironsides" evacuated Kowchow on the 10th and retreated to Namtung, while there at Shuitung have retreated to Huachow.

The Nanking contingent have remained defensive at Holsien and the Hunanese troops are reported to have arrived at Chuanchow and are advancing towards Kweilin.

WONG SHIU HUNG TAKES NANNING?

[NAVAL WIRELESS.]

It is reported that Nanning has been captured by General Wong Shiu Hung.

General Li Ming Shui is reported to have retired to Po Se to join General Yu Tso Pak.

Sports News

SOME "TIPS" ON THIS SEASON'S SUBS.

BEST DOZEN IN TRAINING DISCUSSED AND CHANCES COMPARED.

WHO WILL WIN THE VALLEY STAKES?

[By "MORNING DEW."]

The subscription griffins of this season, on the whole, are not so good as those imported last year, and I am of opinion that whenever the new and old subs meet, those of 1929 or 1928 will carry the day in spite of penalties and allowances. I can see no animal among this year's performers to equal ponies like The Pheasant, King's Falloch, The Ape, of last season, or O-Moon, Dumfries, and other good subs of the 1928 season.

The best ponies of this season have shown us very little during training performances, there having been hardly a convincing gallop to date.

Some of the most prominent ponies have had to lay up during the training, as in the case of Peashop, Grenadier and Martini Cocktail. All of them, I understand, will be able to start, but there is little chance of these animals giving of their best at the Annual Meeting.

Now as to the races confined to subs, it will be difficult, in view of the poor qualities of the animals, to nominate winners. The first day's racing includes three races for subs, the chief of which is The Valley Stakes. On the second day there are four races in which they can start, but in one of these four, the Garrison Cup, old subs are allowed and these should win easily, notwithstanding the weights. The subscription Griffins' Challenge Cup is scheduled for the third day, when there are three races for subs altogether. On the fourth day there are four races for Subs, including the mile and half tussle, the Hong Kong Stakes. On the last day, in addition to handicap events, there is the Subscription Griffins' Championships.

If I were asked to pick out a dozen of the best subs, I would select the following from this year's lot:—

Tango, Iron Blood, Bridge Hall, Ostris, Baby Face, Grenadier, Shanghai Beau, Peter Guernsey, Sonny Boy, The Dodo, Thracian, and Tonbridge.

Tango.

On training performance Tango has undoubtedly the strongest claim for the Valley Stakes. The owners are Messrs. Start and Lobel, and they have reason to be pleased with their draw. If well mounted, Tango will account for a number of the sub races. I hear that Mr. Noedt, who is riding for the Hynes and Mackie stable, may ride this animal.

Iron Blood.

If started in the Wong Nei Chong Stakes, he should have a large following. The pony during training has shown great speed over half a mile. Mr. "Luckymen," who owns this pony, may send him out in the Valley Stakes instead, in which case he may be ousted out of a place.

Bridge Hall.

It seems that Mr. Ho Kom Tong's racing luck is with him. This year his string of griffins is not very promising, but he has certainly drawn one of the finest subs going. Bridge Hall, to my mind, with Mr. Encarnacao in the saddle, will certainly start in the Valley Stakes, and may repeat the performance of Kom Tong Hall a few years ago. The animal is fully 13.2 and will be worth watching in the longer races. He is miles above that other sub of Mr. Ho Kom Tong's Chess Hall.

Ostris.

This bay animal of Mr. K. H. Kay has been training throughout with the Eve candidates, and has shown better form than either Sunrise or Surprise Eve. He moves very well, and has a great burst of speed in the last quarter. Although he may not do well in the Valleys, he will surely be prominent elsewhere and looks like a certain starter in the Subscription Griffins' Championships.

Baby Face.

A very consistent performer, this dun animal of Mr. H. K. Ong will take a lot of beating. He is a big animal who likes hard work. He will start in the Valley Stakes, I hear, and, next to Tango, I like his chances. However, he has this advantage over Tango—he can stay. If he does not win the Valley Stakes, he will surely account for one of the other races for subs. For one mile or more, Baby Face will be a good thing.

Grenadier.

If this pony had not gone on the "walking list" for a fortnight, I should place him at the head of this list. As it is, I am afraid he will not be able to give of his best at the Annual Meeting, but should be perfectly fit by race day. I think he will walk away with the Valley Stakes. Many will not agree

with this, but Grenadier has shown promise from the day his training commenced, and when he got "crooked" there was much disappointment among his connections. If Grenadier does not win anything at the big meeting, he will be the outstanding sub of the "Extra" season.

Shanghai Beau.

Mr. Chan Wai Yan's sub is travelling very convincingly at the moment. He has shown very good form during the last five weeks, and on the whole should be among the placed ponies at the Annual Meeting. He is a likely candidate for the Hong Kong Stakes, and if properly handled ought to account for it.

Peter Guernsey.

In Peter Guernsey racing fans will see an animal to remind them of The Monk of last season. He has a regular turn of speed, but his training times show he has moods. When he is inclined to do so he can put in some handsome quarters, but otherwise he is on the "slacking" side. Peter Guernsey will probably disappoint several times before he will win, but there is no telling, and he may win the very first race in which he starts. If Mr. Haimovitch is on this pony's back, look out for him.

Sonny Boy.

Here is one of the best subs going. He has always finished well in his trials, but the "experts" do not like the stride of this pony because he steps too high. Punters, however, would do well to remember that he has great speed, and after all that is the main thing. I do not recommend Sonny Boy for long races, but for a mile or under he is the very thing to follow.

The Dodo.

This sub has come into prominence lately. He has attracted attention by his strong finishes, and since he is well served in the jockey department (I think Mr. Bulteel will ride him) he ought to be well in the picture during the Annual Meeting. For long races, he is worth some support each way.

Thracian.

This pony is a rodeo performer, but it is said Mr. Charles fully understands him, and so there is nothing against Thracian on that score. I have seen this animal running beautifully over three-quarters of a mile, and although his finish was not quite convincing, I am certain he will do extremely well in shorter races. The pony belongs to Mr. Wong Ping Shun, who won the Wongsingchong Stakes with Thunderbolt last year. Will he repeat the performance?

Tonbridge.

This is Mr. Haimovitch's mount in the Valley Stakes, unless he takes out Peter Guernsey. Tonbridge is a dark grey animal on the big side. He has done nothing outstanding during his training, but has always shown plenty of "go" at the finish, and if Mr. Haimovitch can make Tonbridge go all out in the Valley, the pony has an excellent chance.

Other Subs.

A very impressive looking pair of subs are Tightie and Blotie, who may be good for place money in races under the mile. Ugly Eyes is another one good for a mile and under. Pee Shop has to be remembered, and had he not gone off during his training I would have put him in the first twelve. Mountain Oak is fairly good, and the Jardine Subs are "so-so," with Done Again and Bayrum a little better than the others.

Week-end Training.

Full details of this week-end's training times and comments on the gallops will appear in Monday's issue of the Daily Press.

LOCAL FOOTBALL.

TO-DAY'S FIXTURES.

The following games in the Hong Kong F.A. Challenge Shield Competitions are down for decision to-day:—

Senior—Second Round.

(Kick-off 4.15 p.m.)
R.A. v. South China, Sookunpoo ground. Referee: L. S. B. A. Atkinson.

Hong Kong Police v. Kowloon F.C., Kowloon F.C. ground. Referee: Cpl. Evans.

Hong Kong F.C. v. Royal Navy, Hong Kong F.C. ground. Referee: Mr. W. E. Hollands.

Chinese Athletic v. Somerset L.I., North Point Stadium. Referee: Mr. F. Smith.

Junior—First Round—Replay.

(Kick-off 2.30 p.m.)
S.L.I. Reserves v. R. Navy Res., Caroline Hill ground. Referee: Sgt. Bunting.

Junior—Second Round.

(Kick-off 2.30 p.m.)
Kowloon F.C. Res. v. R.A. Res., Kowloon F.C. ground. Referee: P. O. Critchett.

H.K.F.C. Reserves v. Eastern F.C., Hong Kong F.C. ground. Referee: Q. M. S. Scott.

Chinese Athletic "B" v. Ewo, Chinese, North Point Stadium. Cpl. Martin.

Extra time must be played in all games if necessary.

PLAYERS AND PROSPECTS.

Four games in both the senior and junior shields are scheduled for to-day.

South China, the holders, are due at Sookunpoo against the R.A. Although the Gunners are not very consistent they should run South China close on the Garrison ground. In a recent league game the R.A. beat South China by the odd goal in three. The South China beat the R.A. by three goals to one at Caroline Hill early in the season.

Kowloon are at home to the Police on the Railway ground. The league game between these teams was a surprise for the Kowloon supporters, the Police forcing a draw of two all. Clarke, their goalkeeper has recently returned and will appear for them for the first time this season. The result is a very open one and there should be little between the teams when the final whistle sounds.

The Royal Navy are the visitors to-day to the H.K.F.C. ground to meet the Club. The Navy were surprised in the last league game, the Club taking a very valuable point from the Navy, the score being one all. The visitors are expected to win to-day.

The crowd will journey to North Point Stadium where the Chinese Athletic receive the Somerset L.I. The visitors will be at full strength and will be all out to reverse the league result when the Athletic took full points by a three to one victory.

The Juniors.

In the junior shield, the S.L.I. and Navy Reserves meet for the fourth time in the first round. The result is a very open one although the S.L.I. won on the Railway ground at the third meeting.

Kowloon Reserves receive the R.A. Reserves on the Railway ground and a keen game is expected to favour the home team.

Hong Kong F.C. juniors are out on the H.K.F.C. ground against the Eastern F.C. By their league records, the Eastern should win.

Chinese Athletic "B" should win against the Ewo, Chinese by a big margin.

With only one more Saturday in the Colony, the K.O.S.B. teams are without a game to-day.

The senior team have yet to play Hong Kong F.C. and South China while the juniors have to play Ewo and South China "A."

CRICKET.

NAVY v. C.S.C.

The following will represent the Royal Navy in a League match v. the Civil Service on the latter's ground at Happy Valley to-day commencing at 2 p.m.:—

Vice-Admiral Sir A. K. Waistell, Commander F. C. Baker, Lieut. G. Cobb, Lieut. D. P. Evans, Leading Telegraphist R. Genge, Sub-Lieut. A. O. Johnson, Able Seaman F. Lissett, Sub-Lieut. P. O. Moseley, Midshipman J. L. Rathbone, Stoker S. Tichhurst, A. N. Other. Scorer: L. S. A. Cook.

VOLUNTEERS v. C.C.C.

The following will represent the Volunteers against Craigcower C.C. on the latter's ground on Sunday at 11 a.m. sharp:—E. J. R. Mitchell (Capt.), Reid, A. C. Beck, G. E. R. Divett, J. E. Richardson, R. M. Wood, N. A. E. Mackay, S. V. Gittins, K. H. Batger, W. D. Polley, and G. P. Lammer.

HOME FOOTBALL.

TO-DAY'S PROGRAMME OF CUP MATCHES.

SENIOR TEAMS PLAY ON HOME GROUNDS.

The fifth round of the F.A. Cup Competition and the third round of the Scottish Cup matches are the attractions in Home football this afternoon. Many of the English League matches arranged for the afternoon have to stand over together with the whole of the Scottish League matches.

Division I. teams all play on home grounds in the English Cup matches. Blackburn and the Arsenal are First Division visiting teams, while the remainder are Second Division teams with Brighton from the Southern Section. One of the best matches of the day will be on the Villa ground where Blackburn will make every effort to get through to the next round. Huddersfield, Manchester City, Sheffield and Wednesday should have no difficulty in eliminating the junior visiting teams.

The fixtures are as under:—

THE ENGLISH CUP.

Fifth Round.

Newcastle v. Brighton.
Huddersfield v. Bradford C.
Aston Villa v. Blackburn.
West Ham v. Millwall.
Manchester C. v. Hull.
Sunderland v. Notts Forest.
Middlesbrough v. Arsenal.
Wednesday v. Bradford.

ENGLISH LEAGUE.

Division I.

Birmingham v. Liverpool.
Bolton v. Leeds U.
Grimsby v. Manchester U.

Division II.

Barnsley v. Burny.
Cardiff v. Blackpool.
Notts C. v. Wolves.
Preston v. Swansea.
Reading v. Stoke.
Tottenham v. Oldham.

Division III. (Southern).

Coventry v. Brentford.
Crystal P. v. Exeter.
Fulham v. Luton.
Gillingham v. Northampton.
Merthyr v. Plymouth.
Norwich v. Southampton.
Queen's P.R. v. Bournemouth.
Torquay v. Swindon.
Walsall v. Clapton.
Watford v. Bristol R.

Division III. (Northern).

Accrington v. Rochdale.
Barrow v. Nelson.
Chesterfield v. Lincoln.
Darlington v. Rotherham.
Doncaster v. Tranmere.
Hartlepool v. Halifax.
New Brighton v. Crewe.
Port Vale v. Southport.
South Shields v. Wigan.
Stockport v. York City.
Wrexham v. Carlisle.

THE SCOTTISH CUP.

Third Round.

Hamilton v. King's Park.
Partick v. Aberdeen.
Hibernians v. Hearts.
Dundee v. Airdrie.
Celtic v. St. Mirren.
Falkirk v. Leith.
Aldon v. Montrose.
Motherwell v. Rangers.

HOCKEY.

The following will represent the Club de Recreo in a hockey match against the Royal Air Force tomorrow (Sunday), at 10.15 a.m. sharp, at King's Park ground:—

C. Barros, H. R. Pinna, D. C. Alves, H. A. Noronha, F. Barros, F. V. Ribeiro, F. J. Remedios, H. F. de Figueiredo, A. M. Xavier, H. A. Botelho and J. A. de V. Soares.

K.C.C. TEAMS.

To-day and to-morrow's matches to be played on home ground:—
To-day, v. H.K.C.C. (League):—W. Braces (Capt.), E. C. Fincher, E. F. Fincher, F. Goodwin, N. H. Ross, F. Zimmermann, D. Liang, F. E. Lawrence, A. T. Lee, A. W. Ramsay, and S. Jex.

Tomorrow, 11 a.m., v. Combined League:—E. C. Fincher (Capt.), E. F. Fincher, F. Goodwin, N. H. Ross, F. Zimmermann, F. S. W. Smith, F. J. Lawrence, A. T. Lee, G. A. V. Hall, S. Jex, and W. C. Hung.

Umpire: J. P. Robinson.
Scorer: A. Hyde-Lay.

COMBINED LEAGUE v. KOWLOON.

Combined League:—G. R. Sayer (Captain), F. C. Baker, E. B. Reed, A. H. Madar, W. A. H. Maxwell, E. W. Hamilton, F. H. Holdman, D. J. N. Anderson, A. A. Rumjahn, Tsui Wai Piu and E. A. Lee.

LAWN TENNIS.

H.K.C.C. TOURNAMENT.

M. K. LO WINS.

BARROW BEATS YOSHIDA.

In a spectacular match yesterday at the Hong Kong Cricket Club, M. K. Lo beat Cassumbhoy by three sets to one in the first round of the Open Singles Championship of the Colony. It attracted a great deal of attention and turned out to be very interesting. Long rallies became the principal feature, and as both took little risks, the exchanges were mostly fought out from the base line. Lo's better court craft was evident throughout, and it was just this factor that gave him the issue in the closing stages. He was the first to get settled, and by dint of his good match experience selected his shots so well that Cassumbhoy found difficulty in returning them, and lost confidence in himself at the start. The younger player changed his game frequently but without success in the first two sets. Lo's variety of shots puzzled him, and although he made many brilliant recoveries and contested almost every stroke, he was, on the whole, outplayed, and reckless at times.

Lo drove well and consistently, both with his forehand and backhand, and frequently passed his opponent when the latter tried to force the pace by running up to the net. Lo won the first two sets at 6-2, 6-0. Cassumbhoy got going in the third set, hitting with precision and accuracy, and scoring many spectacular shots by good volleying and smashing, which broke the monotony of long base line duels and brightened up the game considerably. Lo put up a stern defence, but although he continued to play cleverly, gradually weakened in the face of attack, and eventually lost the third set without a game.

The next struggle took place in the fourth set, which saw Cassumbhoy playing determinedly at the beginning to win. He succeeded in gaining a commanding lead of 3-1 by aggressive tennis, but at this stage when Lo seemed to be tiring, he began to adopt steady tactics which took the sting out of his strokes. Lo was thus enabled to recover, and varying his shots again had control, quickly reduced his areas to 4-3. Cassumbhoy fell off after this, and Lo had little difficulty in winning the next three games, to win the match.

Other Matches.

M. W. Lo and S. A. Rumjahn, holder and runner-up respectively, also qualified to the second round at the expense of Luk Kang Cheung and A. D. Humphreys respectively.

J. Barrow did very well in defeating H. Yoshida, considered second to Honda among the Japanese, in the same event by the odd set. He showed considerable improvement since the last championships, and it will be interesting to see how he will fare in the second round against M. K. Lo.

Several matches in other events were also decided, the results of which appear below.

RESULTS.

Open Singles.

M. K. Lo beat J. Cassumbhoy, 6-2, 6-0, 6-4.
M. W. Lo beat Luk Kang Cheung, 6-0, 6-0, 6-2.

S. A. Rumjahn beat A. D. Humphreys, 6-3, 6-3, 6-4.
Barrow beat H. Yoshida, 6-4, 6-3, 3-6, 4-3, 8-6.

E. W. Liang beat T. C. Monaghan, 6-7, 6-2, 5-7, 6-0.

Open Doubles.

Ho Wai Hing and Chiu Tsun Chiu beat D. S. Green and S. E. Green, 6-4, 6-2, 6-3.

Club Championships.

A. L. Sullivan beat D. M. Macdougall, 6-2, 6-3.
Handicap Singles "A."
H. J. Armstrong (owe 4/6) beat O. E. C. Marton (owe 2/6), 6-0, 6-2.

Handicap Doubles.
H. Mijhoff and H. Le Sneur (scr.) beat J. T. Prior and G. S. Hugh Jones (rec. 2/6), 6-4, 7-5.

WORLD TITLE BOUT.

Max Schmeling, the German heavyweight champion, has accepted an offer to fight the winner of the Scott-Sharkey contest for the world title on June 28 next. The purse is to be \$50,000.

SCHEMELING TO MEET SCOTT OR SHARKEY.

[THROUGH REUTER'S AGENCY.]

BERLIN, Feb. 13.

Max Schmeling, the German heavyweight champion, has accepted an offer to fight the winner of the Scott-Sharkey contest for the world title on June 28 next. The purse is to be \$50,000.

CLUB AND NAVY DRAW.

A GOOD GAME.

SIX TRIES IN FIRST HALF.

A large crowd turned out to watch the Club-Navy Rucker match in the triangular tournament which resulted in a draw, each side scoring three tries. It will be of interest to note that while six tries in all were secured in the first half, the second did not see any scoring though the standard of play was, if anything, higher.

The Navy kicked-off and started to press right from the start. A good kick to touch by Scott, however, relieved, but the sailors were persistent in their attacks, and for some minutes, play was confined to the Club twenty-five. An effort to score by the sailors was checked by a good kick to touch by Rile, but nothing daunted, the sailors returned to the Club's half and their repeated efforts were rewarded by a try.

The Club pack then got together and took the ball over to the Navy's section of the field, and a scrum resulted in the latter's twenty-five. Then the sailors broke through and looked like scoring again when Scott cleared with a beautiful kick to touch.

Lammert's Try.

Following a scrum in the Navy's half, Divett ran up nicely to receive a fine pass and a try for the Club resulted. The same player took the kick but failed to convert as it was from a very difficult angle.

Play then reached a very high standard and after a scramble for the ball in the Club's half, Churchill gained possession of the ball and gave a beautiful pass to Lammert who sped away to put up the second try for the civilians. Almost immediately the same player broke away again but the Navy were given a foul following a scramble, and making most of this opportunity they broke through to get on level terms with an excellent try.

This success was short-lived for no sooner had play resumed than West ran away to out in the third, and incidentally the last, try for the Club. The sailors were by no means disheartened and made several good tries to get even. Then Lammert got away again only to be pulled up for taking a forward pass.

The Navy Equalise.

The Navy then monopolised the ball for a time, and although their efforts to score were checked time and again, they finally got through to equalise. Almost immediately after the sailor's success, the half time whistle went with the scores, Club: 9, Navy: 9.

The second half started off with some even play in the middle. The Navy got away and almost scored but a kick to touch by Lammert eased the situation. Again and again the senior service men tried and as often their attack was broken by good combination on the part of the Club stalwarts. Massey saved his side time and again while Churchill and Ride were prominent for good work.

Excitement now ran to a very high pitch and the sides played very good rugby indeed. Towards the closing stages the Club fellows made a spirited effort to score, but the sailors were equal to the occasion and the final whistle went with no further score added.

Both packs played very hard, but special mention must be made of Ride, Churchill, Lammert, Massey and Scott of the Club, and Wood, Wright, Andrews and Padden of the Navy.

The teams lined out as under:—
Club—Back, L. T. Ride; Three-quarters, G. E. R. Divett, G. A. L. Plummer, G. W. C. Churchill, G. P. Lammert, Half-backs, J. L. Bonnar, M. D. Scott, Forwards, R. J. Cherrill, A. D. Suttill, W. E. Peers, E. R. West, F. R. Burch, E. E. Gammell, G. A. Rees, B. P. Massey.

Navy—Back, Surg. Lt. Bolton; Three-quarters, Lt. Wood, Lt. Evans, Mid. Wright, Lt. Smallwood; Half-backs, Lt. Fenton, Lt. Com. Semters; Forwards, Lt. Com. Havers, Lt. Com. Andrews, Lt. Lefroy, Lt. Beamish, Mid. Starnard, Mid. Luther, Lt. Sea. Padden, Lt. Sea. Bickell.

Referee: Major Caddell.

HEALTH BULLETIN OF EASTERN PORTS.

FOR THE WEEK ENDING FEBRUARY 8.

Flag.	Cases.	Deaths.
Alexandria	3	1
Baghdad	1	—
Bassora	1	1
Bombay	1	1
Calcutta	2	2
Colombo	1	1
Pnom Penh	—	1
Cholera.	84	38
Calcutta	1	1
Rangoon	1	1
Pnom Penh	3	2

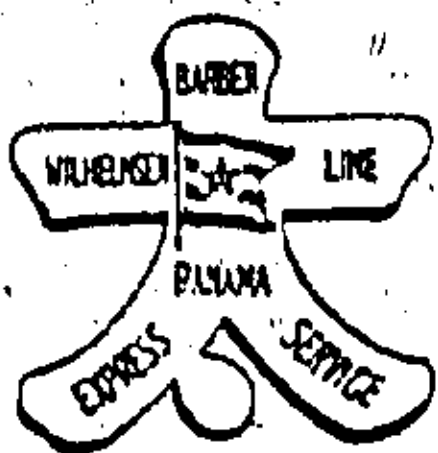
(Continued at foot of next column.)

GOLF.

ROYAL HONG KONG GOLF CLUB.

STARTING TIMES FOR SUNDAY.

9.15 a.m.	C. B. Riggs and J. Morris.
9.25. "	W. J. S. Key and G. B. S. Thomson.
9.32. "	J. Fleming and A. Ritchie.
9.36. "	K. S. Robertson and D. S. Edward.
9.40. "	A. W. H. Edie and D. Ellis.
9.44. "	L. G. S. Dodwell and H. U. Ireland.
9.48. "	C. E. Holmes and J. W. Robertson.
9.52. "	W. C. Clark and S. S. Perry.
9.55. "	A. G. Coppin and H. C. Shrubsole.
10.00. "	R. K. Valentine and H. Spicer.
10.04. "	J. P. Warren and J. H. Little.
10.08. "	E. M. Bryden and G. Davidson.
10.12. "	T. G. Bennett and F. A. Edmond.
10.16. "	W. S. Hillier and J. Jones.
10.20. "	J. N. Grant and H. Hampton.
10.24. "	A. C. I. Bowker and J. H. Hinton.
10.28. "	A. D. Humphreys and C. Roberts.
10.32. "	F. M. Ellis and R. P. Moodie.
10.36. "	E. Des Vœux and O. Eager.
10.40. "	E. Lewis and C. Thwaites.
10.44. "	M. H. Turner and A. B. Raworth.
10.48. "	J. S. Drummond and D. J. Gilmore.
10.52. "	I. H. Geare and A. E. Lissman.
10.56. "	L. Yates and J. A. Bloomfield.
11.00. "	G. E. Ellams and J. Coulthart.
11.04. "	G. W. Sellars and T. S. Whyte-Smith.
11.08. "	D. Kern and B. J. Lacon.
11.12. "	A. Anderson and A. O. Braxton.
11.16. "	A. Lench and F. H. Crapnell.
11.20. "	R. K. Hepburn and E. D. Lawrence.
11.24. "	L. H. Ruffin and C. M. Gee.
11.28. "	D. S. Robb and J. Forbes.
11.32. "	A. B. Purves and N. K. Littlejohn.
11.36. "	K. K. Rounds and O. D. Brown.
11.40. "	H. A. Lammert and B. D. Evans.
11.44. "	W. A. Stewart and J. Harrop.
11.48. "	N. M. Currie and W. L. Alexander.
11.52. "	S. A. Seth and J. S. Dykes.
11.56. "	W. A. Weight and A. R. Cox.
Trains run as usual on Sunday.	



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"ESQUILINO"	—	4th Mar.
"COL DI LANA"	16th Feb.	26th Mar.

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SAILINGS TO EUROPE.

VESSEL	DESTINATION.	LEAVING HONG KONG.
S.S. "ALBERT VOEGLER" (1)	Genoa, Rotterdam & Hamburg	25 Feb.
M.V. "VOGTLAND" (1)	Genoa, Barcelona, Alicante, Rotterdam & Hamburg	14 Mar.
M.V. "RAMSES" (1)	Genoa, Rotterdam & Hamburg	25 Mar.
M.V. "DUISBURG" (1)	Genoa, Rotterdam & Hamburg	1 Apr.

Other Ports of Call if Inducement offers.

ARRIVALS FROM EUROPE.

VESSEL	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON	FOR
M.V. "RAMSES" (1)	Genoa	17 February	18 Feb.	MANILA, MEXICO & SOERABAYA
M.V. "DUISBURG" (1)	Genoa	8 March	25th Feb.	MANILA, MEXICO & SOERABAYA
M.V. "SAUBERLAND" (1)	Genoa	16 March	Noon	MANILA, MEXICO & SOERABAYA
M.V. "KULMERLAND" (1)	Genoa	30 March	Noon	MANILA, MEXICO & SOERABAYA
S.S. "SAARLAND" (1)	Genoa	16 April	Noon	MANILA, MEXICO & SOERABAYA

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the Y.M.C.A., City Hall.

TEMPERING JUSTICE WITH MERCY.

MILD SENTENCE ON ARMS SMUGGLER.

An elderly Chinese appeared before two Magistrates, Mr. E. W. Hamilton and Mr. T. S. Whyte-Smith, at Kowloon Magistrate's Court yesterday with unlawful possession of three automatic pistols, eight magazines, and 2,790 rounds of ammunition. Mr. T. G. Bennett, who appeared on behalf of the defendant, pleaded guilty.

Inspector Ogg, who prosecuted, told the Court that a plain-clothes constable met the s.s. Shidozuka Maru on arrival in Hong Kong on the morning of February 12. He boarded the vessel and made the customary search of the passenger's luggage. He selected one of the passenger's trunks by chance and the defendant came forward to claim it. On being asked, the defendant denied that he had any contraband or arms. The trunk was opened up and the constable, after examining the contents compared the outside with the inside and suspected that it had a false bottom. The defendant was then brought to the Water Police Station where a search was made, and when the arms were found under a false bottom. Another pistol was found concealed on the defendant's person. The defendant came from Seattle on the s.s. Asama Maru, and transferred to the Shidozuka Maru at Yokohama. He had lived for 25 years in the United States and spoke English.

Evidence was given by the Chinese constable, who arrested the defendant, and by Sergeant Kellett, who made the search at the Police Station. The defendant had told him that he carried the other pistol because there was no more room in the box.

Worth \$10,000.

Mr. Bennett, addressing the Magistrates, said that the defendant was born in San Francisco and was a native of Huang Shan. He came to China when he was five years of age, and again when he was 23. The last time he had been in China was 20 years ago. The defendant was a cook in America and always carried a gun. Defendant had told him (Mr. Bennett) that anyone could carry a gun in America. The defendant had drafted on the Bank of Canton and was worth \$10,000. He had lied as to the contents of the trunk because he did not want any trouble. He was to have taken the arms to his village for protection. He knew no one in Hong Kong except a nephew who came to meet him to take him straight to the country. Mr. Bennett asked the Magistrates to give the defendant the benefit of the doubt and let him off with a fine.

Not a Bad Man.

The Magistrates, in imposing a fine of \$1,000 or twelve months' imprisonment, said that the penalty laid down in the regulations was definitely intended to apply to persons of bad character. They were satisfied that the defendant was not a bad man. It was very probable that he did not intend to dispose of the arms in Hong Kong, or the country. They considered that it was a case of aggravated smuggling. It was pointed out that the Magistrates, in imposing the sentence had tempered justice with mercy.

PERILS OF HOME.

HIGH DEATH-RATE RESULTING FROM FALLS.

Accidents can by no means be avoided by staying at home, as is shown by statistics printed and discussed in the *Ohio Health News* (Columbus), according to which 37 per cent. of all deaths in that State due to falls, during the first seven months of 1929, resulted from mishaps in homes. At the same time, the National Board of Fire Underwriters announced that 63.2 per cent. of all lives lost by fire are in homes, and that 31 per cent. of these are of children under ten years of age. Says the *Health News* in following up the subject further:—

"During the first seven months of last year there were filed with the division 523 records of death giving the cause as due to falls. Many other records were received ascribing the deaths to injury, which, when additional information is obtained, undoubtedly will increase the number chargeable to falls.

"It was found that 194, or slightly more than 37 per cent., occurred in homes, with the most common causes given as falling downstairs, falling from or over chairs, falling from a step-ladder, or tripping over the carpet. Falls in industry accounted for 89, such as falling from a building, ladder, or scaffold. Miscellaneous causes were involved in 91, the most common being falling in the street, over an embankment, or around home premises. Reports lacking information as to place or nature of the fall accounted for 153, or 29 per cent.

"More widows die from falls than widowers, and more women than men. In 1928 deaths from this cause involved 151 widowers, compared with 410 widows. The ratio is noted over several years."

PORTUGUESE COUPLE AT LAW.

WIFE SUES FOR MAINTENANCE.

HUSBAND'S ALLEGED CRUELTY.

The hearing of the case in which Mrs. Bertha Soares is suing her husband, Mr. Joaquim Roque Soares for legal custody of their child, maintenance and costs, came up again for hearing before Mr. T. S. Whyte-Smith at Kowloon Magistrate's Court yesterday.

The applicant was represented by Mr. J. T. Prior and Mr. Leo D'Almada, sr., was for the husband. Mrs. Soares, continuing her evidence, said that her husband quarrelled with her on one occasion, and told her to "shut up." She refused and said that she wasn't afraid of him, whereupon he grasped her by the neck. After January 1 he began to manage the house, and would not give the servants the money for the daily food. Witness said that one morning all that there was for breakfast was one loaf of bread, and the servants had to be fed out of that too. She asked a servant to buy her a bottle of milk, but her husband refused to refund the 15 cents back to the servant.

Xmas Day's Meal.

Witness said that on Christmas Day, her husband went out shooting, and left 20 cents with the servants to provide tiffin for a meal. On Christmas Eve, they had a meal of beetroot soup and noodles. Witness said that as she could not make a meal out of 20 cents, she went to her mother's house for tiffin. On December 27, which was her birthday, her husband spoke to her for the first time and said "Congratulations, Bertha," that was all. Later, he offered her \$10, but she said that it was not enough to buy the things she needed. He promised to give her more later, but never did so.

On January 12, he returned home late at night, and kicked her and knocked her out of bed. The next morning, both he and his sister made fun of the incident and abused her. Witness rebuked the sister-in-law for interfering with her business, and her husband interfered. Afterwards as her husband was going out, he bumped and pushed her, knocking her against a coat hanger, which fell against the window pane and broke it. Before leaving he also detached the centre piece from the electric radiator so that she could not use it while bathing the baby.

Cross-examined by Mr. D'Almada, witness said that her husband's sister was the cause of all the trouble. It was she who, from the very beginning, dictated to her husband and he obeyed every word she said.

The hearing was adjourned until Wednesday 19, at 2.15 p.m.

DOES BIRTH CONTROL CAUSE CANCER?

SEARCHING MEDICAL INQUIRY.

A searching inquiry has been launched by a group of specialists in London to collect medical facts concerning alarming results, including a dread form of cancer, which are alleged to be due to the growing prevalence of birth control. Recently a "private and confidential" questionnaire was issued on the authority of a number of leading gynecologists, to representative general practitioners throughout Great Britain to elicit information on:—

The incidence of birth control among sections of the population.
The methods most generally practised.

The extent to which medical advice is sought on the subject.

The prevalence of methods known to the medical profession to be definitely dangerous.

The general effect of birth control on mothers and their offspring.

The relations of birth control to certain specific diseases of women.

The inquiry is the result of a series of consultations and exchanges of opinion among gynecological experts in Great Britain, France, and Germany, who view with alarm the great increase of certain diseases among the women, especially at middle life, which demand drastic treatment, but rarely occur among women with normal-sized families.

There has been, and still is, a sharp cleavage of opinion among doctors as to the wisdom of the widespread practice of birth control, even under medical supervision.

The British Medical Association has held aloof from a controversy which has far-reaching religious, moral, economic, and social, as well as medical, aspects.

The association has "no official cognisance" of the present inquiry.

It is understood that one of the objects of the inquiry is to force the hand of that body, so that by a frank and open discussion the public may be authoritatively informed of the facts.

OLD MAN AND YOUNG SON AIDED.

FREE LICENSE AND STOOK FROM THE BENCH.

When a young lad of thirteen was brought before Mr. A. W. G. H. Grantham yesterday for hawking without a license, he told the Bench that he had to support his father, who was an old man and unable to work for himself.

The father, who was in Court stated that he was 65. When he was younger he had worked as a street coolie but now he could do nothing and looked to his son for support.

The prosecuting Sergeant, in reply to the Magistrate, stated that the only job for a youth like defendant was as foki at a hawker's stall.

The Magistrate decided to give the old man a stall-holder's license and promised to let him have some money to get his stock.

Both father and son then proceeded to shuffle out of the Court without a word of thanks. This was too much for the Court interpreter, who reminded them that the Magistrate might be thankful for his generosity. The two then bowed to Mr. Grantham and left the Court.

RARE OPERATION ON SHIP. CUT IN 2 FOR LENGTHENING.

A very rare shipbuilding operation was carried out by Messrs. Workman, Clark & Co., Belfast, recently, when the La Marca, owned by a Glasgow company, was cut in two in order to allow the Diesel electric machinery to be changed to turbo-electric generators.

The new machinery will occupy a larger space than the old, so that it became necessary to lengthen the vessel by 30 feet.

The operation, which was most successful, was carried out by drilling out the rivets round the four decks and the hull and severing the interior of the vessel in like manner.

The new part will be built and fitted by the end of February. So far as is known, this operation has been carried out previously only three times in British shipbuilding yards, the work on each occasion being done by Harland and Wolff, Belfast. The last ship to be dealt with in this way was a White Star liner, which went ashore on the Cornish coast in 1907.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

	RUPEE, Feb. 13.
Paris	124.15
New York	4.86 7/32
Brussels	34.895
Geneva	25.20
Amsterdam	12.121
Milan	92.90
Berlin	20.365
Stockholm	18.135
Copenhagen	18.165
Oslo	18.21
Vienna	34.555
Prague	1644
Helsingfors	1893
Madrid	108.23
Lisbon	375
Athens	818
Bucharest	5 15/32
Rio	43 1/16
Buenos Aires	1/5 29/32
Bombay	1/111
Shanghai	1/64
Hong Kong	2/04
Yokohama	2/04
Silver (spot)	208
Silver (forward)	04

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL STEAM NAVIGATION Co.'s

STEAMER "KALYAN."

ARRIVED HONG KONG on

14th FEBRUARY, 1930.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, MALTA, PORTSAID, ADEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless Instructions have been given to the contrary Six hours before arrival of the Steamer.

Goods not cleared within 8 days including date of arrival will be subject to Sale.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors Messrs. GODDARD & DOUGLAS at 10 a.m. on Mondays and Thursdays, within the Free Storage period.

All Claims against the Steamer must be presented to the Undersigned on or before 6th March, 1930, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godown.

MAKINNON, MACKENZIE & Co., Agents.

Hong Kong, 14th Feb., 1930. [3023]

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Music for luncheon,
tea-dancing, dinner,
and evening parties.
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trip a bit more pleasant... that is why
every President Liner
carries a talented
college orchestra.

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JAVA.

THE TROPICAL GARDEN OF EDEN.

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Gorgeous motoring along hundreds of miles of Asphalt roads.

Famous Botanical Gardens of BUITENZORG, Smouldering Volcanoes.

Ancient Hindu Burubudur and Mendut Temples. —Native Art and Art Craft. —Numerous cool Mountain resorts 3,000—6,300 feet altitude.

A round-trip that takes 3 to 4 weeks to be remembered for a life-time.

VARIETY SPICES YOUR HOLIDAY.

MANILA—CELEBES—BALI—JAVA.

A complete cruise in 29 days

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Inclusive of Railway and aeroplane fares.

Liberal stop-overs.

REGULAR PASSENGER & CARGO SERVICE BETWEEN HONG KONG
AMOI, SHANGHAI, MANILA AND THE DUTCH EAST INDIES.

SOUTH BOUND.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON	FOR
TJIKARANG	S'RAL & AMOT	18th Feb.	19th Feb.	MANILA, MEXICO & SOERABAYA
TJIKEMBANG	AMOT	24th Feb.	25th Feb.	MANILA, MEXICO & SOERABAYA
TJIBADAK	S'RAL & AMOT	2nd Mar.	4th Mar.	MANILA, MEXICO & SOERABAYA
TJISAROEIA	AMOT	9th Mar.	11th Mar.	MANILA, MEXICO & SOERABAYA
TJISONDARI	S'RAL & AMOT	16th Mar.	18th Mar.	MANILA, MEXICO & SOERABAYA
TJILEBOET	K'LONG & AMOT	23rd Mar.	25th Mar.	MANILA, MEXICO & SOERABAYA

NORTH BOUND.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON	FOR
TJISALAK	JAVA, MAKASSAR	16th Feb.	16th Feb.	SWATOW & AMOT
TJIBADAK	BATAVIA	19th Feb.	20th Feb.	SWATOW & AMOT
TJISAROEIA	JAVA, MAKASSAR	1st Mar.	2nd Mar.	SWATOW & AMOT
TJISONDARI	BATAVIA	5th Mar.	6th Mar.	SWATOW & AMOT
TJILEBOET	JAVA, MAKASSAR	12th Mar.	13th Mar.	SWATOW & AMOT
TJIKARANG	BATAVIA	19th Mar.	20th Mar.	SWATOW & AMOT

For particulars apply to:—

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Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hong Kong.

For Freight or Passage, apply to:—

DODWELL & CO., LIMITED.

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ADVERTISED SAILINGS FROM HONG KONG.

ALEXANDRIA

Pres. Johnson, Dollar, Feb. 23.
Pres. Fillmore, Dollar, Mar. 9.

AMOY

Anhui, B. & S., Feb. 16.
Tjialak, J.C.J.L., Feb. 16.
Haiyang, Douglas, Feb. 18.
Yuenang, Jardine's, Feb. 18.
Newchwang, B. & S., Feb. 19.
Tilawa, B.I., Feb. 20.
Tjibadak, J.C.J.L., Feb. 20.
Haining, Douglas, Feb. 21.
Anking, B. & S., Feb. 24.
Suisang, Jardine's, Feb. 24.
Telam, B.I., Feb. 25.
Tjiasroca, J.C.J.L., Mar. 3.
Takada, B.I., Mar. 4.
Tjiondari, J.C.J.L., Mar. 4.

ANTWERP

Agra, Gilman's, Feb. 20.
Kitano Maru, N.Y.K., Feb. 22.
Haruna Maru, N.Y.K., Mar. 9.
Benares, Gilman's, Mar. 11.
Asia, Manners, Mar. 19.

AUSTRALIAN PORTS

Changte, B. & S., Feb. 16.
Kaga Maru, N.Y.K., Feb. 19.
Tanda, E. & A., Feb. 23.

BALTI PORTS

Asia, Manners, Mar. 19.

BALTIMORE

Springbank, Bank, Feb. 15.

BANGKOK

Hiram, Thoresen, Feb. 16.
Kagan, B. & S., Feb. 16.
Hellas, Thoresen, Feb. 23.
Kiangsu, B. & S., Feb. 27.
Helios, Thoresen, Mar. 2.
Hirundo, Thoresen, Mar. 9.

BELAWAN DELI

Springbank, Bank, Feb. 15.
Cremor, J.C.J.L., Feb. 27.
Franken, Melchers, Mar. 1.
Fulda, Melchers, Mar. 8.

BOMBAY

Karmala, P. & O., Feb. 15.
Kidderpore, P. & O., Feb. 19.
Tokushima Maru, N.Y.K., Feb. 23.

BOSTON

Springbank, Bank, Feb. 15.
Thurland Castle, D'well's, Feb. 16.
Emp. of Australia, C.P.S., Feb. 17.
Kuma Maru, N.Y.K., Feb. 19.
Tottori Maru, N.Y.K., Feb. 19.
Yuenang, Jardine's, Feb. 18.
Kumsang, Jardine's, Feb. 19.
Shinyo Maru, N.Y.K., Feb. 19.
Atsuta Maru, N.Y.K., Feb. 20.
Tai Yin, Dodwell's, Feb. 20.
Tilawa, B.I., Feb. 20.
Tango Maru, N.Y.K., Feb. 21.
Eurypylus, B.F., Feb. 23.
Main, Melchers, Feb. 23.
Pres. Cleveland, Dollar, Feb. 25.
Chenonceaux, M.M., Feb. 25.
Suisang, Jardine's, Feb. 26.
Asama Maru, N.Y.K., Feb. 27.
Genoa Maru, N.Y.K., Feb. 27.
Protestlaus, B.F., Feb. 28.
Rawalpindi, P. & O., Feb. 28.
Shidzuoka Maru, N.Y.K., Feb. 28.
Telam, B.I., Feb. 28.

BREMEN

Franken, Melchers, Mar. 1.
Fulda, Melchers, Mar. 8.
Asia, Manners, Mar. 19.

BRINDISI

Duchessa d'Aosta, D'well's, Feb. 22.
Esquilino, D'well's, Mar. 4.

CALCUTTA

Malacca Maru, N.Y.K., Feb. 15.
Kumsang, Jardine's, Feb. 18.
Namsang, Jardine's, Feb. 24.
Takliwa, B.I., Feb. 25.
Morioka Maru, N.Y.K., Mar. 1.
Kutsang, Jardine's, Mar. 4.
Hakodate Maru, N.Y.K., Mar. 8.
Penang Maru, N.Y.K., Mar. 8.
Tilawa, B.I., Mar. 11.

CEBU

Kentucky, S.S.S., Feb. 16.
G'den Tide, S.S.S., Feb. 23.
Michigan, S.S.S., Mar. 5.

CHONGCHING

Huichow, B. & S., Feb. 19.

COLOMBO

Karmala, P. & O., Feb. 15.
Glenamoy, Jardine's, Feb. 16.
Thurland Castle, D'well's, Feb. 16.
Kidderpore, P. & O., Feb. 19.
Kitano Maru, N.Y.K., Feb. 22.
Pres. Johnson, Dollar, Feb. 23.
Andre Lebon, M.M., Feb. 25.
Agra, Gilman's, Feb. 26.
Albert Vogler, J.C.J.L., Feb. 28.
Tokushima Maru, N.Y.K., Feb. 28.
Franken, Melchers, Mar. 1.
Macedonia, P. & O., Mar. 1.
Esquilino, D'well's, Mar. 4.
Philoctetes, B.F., Mar. 4.
Fulda, Melchers, Mar. 8.
Haruna Maru, N.Y.K., Mar. 8.
Kashmir, P. & O., Mar. 8.
Lyons Maru, N.Y.K., Mar. 10.
Porthos, M.M., Mar. 11.
Glenapp, Jardine's, Mar. 13.
Vogtland, J.C.J.L., Mar. 14.
Kalyan, P. & O., Mar. 15.

COPENHAGEN

Asia, Manners, Mar. 19.

DALNY

Luchow, B. & S., Feb. 16.
Trentham, Bank, Feb. 21.
Chenab, B. & S., Feb. 23.
Main, Melchers, Feb. 23.
Sumatra, Gilman's, Mar. 3.
Nanking, Gilman's, Mar. 3.
Sarpedon, B.F., Mar. 8.

DUTCH PORTS

City of Kimberley, Bank, Feb. 14.
Glenamoy, Jardine's, Feb. 16.
Hector, B.F., Feb. 19.
Agra, Gilman's, Feb. 20.
Kitano Maru, N.Y.K., Feb. 22.
Albert Vogler, J.C.J.L., Feb. 23.
Franken, Melchers, Mar. 1.
Haruna Maru, N.Y.K., Mar. 8.
Benares, Gilman's, Mar. 11.
Vogtland, J.C.J.L., Mar. 14.
Asia, Manners, Mar. 19.

FOOCHOW

Haiyang, Douglas, Feb. 18.
Huichow, B. & S., Feb. 18.
Haining, Douglas, Feb. 21.
Chipsing, Jardine's, Mar. 13.

GENOA

Delagosa Maru, N.Y.K., Feb. 16.
Agra, Gilman's, Feb. 20.
Mentor, B.F., Feb. 20.
Pres. Johnson, Dollar, Feb. 23.
Albert Vogler, J.C.J.L., Feb. 23.
Fulda, Melchers, Mar. 8.
Pres. Fillmore, Dollar, Mar. 9.
Lyons Maru, N.Y.K., Mar. 10.
Vogtland, J.C.J.L., Mar. 14.

GLASGOW

Hector, B.F., Feb. 19.
Mentor, B.F., Feb. 20.
Philoctetes, B.F., Mar. 4.
Laomedon, B.F., Mar. 5.

GOTENBURG

Agra, Gilman's, Feb. 20.
Benares, Gilman's, Mar. 11.
Asia, Manners, Mar. 19.

HAIPHONG AND HOIHOW

A Steamer, B. & S., Feb. 27.

HAMBURG

Glenamoy, Jardine's, Feb. 16.
Agra, Gilman's, Feb. 20.
Albert Vogler, J.C.J.L., Feb. 23.
Franken, Melchers, Mar. 1.
Philoctetes, B.F., Mar. 4.
Fulda, Melchers, Mar. 8.
City of Hereford, Bank, Mar. 9.
Benares, Gilman's, Mar. 11.
Glenapp, Jardine's, Mar. 13.
Vogtland, J.C.J.L., Mar. 14.
Asia, Manners, Mar. 19.

HAVRE

Mentor, B.F., Feb. 20.
Laomedon, B.F., Mar. 5.

HONOLULU

Emp. of Australia, C.P.S., Feb. 17.
Shinyo Maru, N.Y.K., Feb. 19.
Asama Maru, N.Y.K., Feb. 27.
Rakuyo Maru, N.Y.K., Mar. 2.
Taiyo Maru, N.Y.K., Mar. 9.

ILOILO

Springbank, Bank, Feb. 15.
Kentucky, S.S.S., Feb. 16.
G'den Tide, S.S.S., Feb. 23.
Michigan, S.S.S., Mar. 5.

JAPAN PORTS

Tyndarens, B.F., Feb. 15.
Emp. of Australia, C.P.S., Feb. 17.
Katori Maru, N.Y.K., Feb. 17.
Menthor, B.F., Feb. 17.
Col. di Lava, Dodwell's, Feb. 18.
Rako Maru, N.Y.K., Feb. 18.
Pres. Lincoln, Dollar, Feb. 18.
Tottori Maru, N.Y.K., Feb. 18.
Yuenang, Jardine's, Feb. 18.
Kumsang, Jardine's, Feb. 19.
Shinyo Maru, N.Y.K., Feb. 19.
Atsuta Maru, N.Y.K., Feb. 20.
Tai Yin, Dodwell's, Feb. 20.
Tilawa, B.I., Feb. 20.
Tango Maru, N.Y.K., Feb. 21.
Eurypylus, B.F., Feb. 23.
Main, Melchers, Feb. 23.
Pres. Cleveland, Dollar, Feb. 25.
Chenonceaux, M.M., Feb. 25.
Suisang, Jardine's, Feb. 26.
Asama Maru, N.Y.K., Feb. 27.
Genoa Maru, N.Y.K., Feb. 27.
Protestlaus, B.F., Feb. 28.
Rawalpindi, P. & O., Feb. 28.
Shidzuoka Maru, N.Y.K., Feb. 28.
Telam, B.I., Feb. 28.

KALAMATA

S. Alban, B. & S., Mar. 1.
Telam Maru, N.Y.K., Mar. 2.
Remolo, Dodwell's, Mar. 2.
Africa, Manners, Mar. 3.
Duisburg, J.C.J.L., Mar. 3.
Sumatra, Gilman's, Mar. 3.
Oanfa, B.F., Mar. 4.
Pres. Madison, A.M.L., Mar. 4.
Takada, B.I., Mar. 4.
Emp. of Asia, C.P.S., Mar. 5.
Glenluce, Jardine's, Mar. 6.
Protestlaus, B.F., Mar. 6.
Nanking, Gilman's, Mar. 7.
Taiyo Maru, N.Y.K., Mar. 9.
Tokliwa Maru, N.Y.K., Mar. 10.
Pres. Pierce, Dollar, Mar. 11.
Yokohama Maru, N.Y.K., Mar. 11.
Athos II, M.M., Mar. 12.
Africa, Manners, Mar. 13.
Carnavonshire, Jardine's, Mar. 14.

KAWACHI

Thurland Castle, D'well's, Feb. 16.
Kidderpore, P. & O., Feb. 19.
Kitano Maru, N.Y.K., Feb. 22.
Pres. Johnson, Dollar, Feb. 23.
Andre Lebon, M.M., Feb. 25.
Agra, Gilman's, Feb. 26.
Albert Vogler, J.C.J.L., Feb. 28.
Tokushima Maru, N.Y.K., Feb. 28.
Franken, Melchers, Mar. 1.
Macedonia, P. & O., Mar. 1.
Esquilino, D'well's, Mar. 4.
Philoctetes, B.F., Mar. 4.
Fulda, Melchers, Mar. 8.
Haruna Maru, N.Y.K., Mar. 8.
Kashmir, P. & O., Mar. 8.
Lyons Maru, N.Y.K., Mar. 10.
Porthos, M.M., Mar. 11.
Glenapp, Jardine's, Mar. 13.
Vogtland, J.C.J.L., Mar. 14.
Kalyan, P. & O., Mar. 15.

KIDDERPORE

Thurland Castle, D'well's, Feb. 16.
Kidderpore, P. & O., Feb. 19.
Kitano Maru, N.Y.K., Feb. 22.
Pres. Johnson, Dollar, Feb. 23.
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Macedonia, P. & O., Mar. 1.
Esquilino, D'well's, Mar. 4.
Philoctetes, B.F., Mar. 4.
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Kalyan, P. & O., Mar. 15.

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Kalyan, P. & O., Mar. 15.

KIDDERPORE

Karmala, P. & O., Feb. 15.
Delagosa Maru, N.Y.K., Feb. 16.
Hector, B.F., Feb. 19.
Kitano Maru, N.Y.K., Feb. 22.
Pres. Johnson, Dollar, Feb. 23.
Andre Lebon, M.M., Feb. 25.
Franken, Melchers, Mar. 1.
Macedonia, P. & O., Mar. 1.
Haruna Maru, N.Y.K., Mar. 8.
Kashmir, P. & O., Mar. 8.
Lyons Maru, N.Y.K., Mar. 10.
Porthos, M.M., Mar. 11.
Kalyan, P. & O., Mar. 15.

KIDDERPORE

Kitano Maru, N.Y.K., Feb. 22.
Pres. Johnson, Dollar, Feb. 23.
Haruna Maru, N.Y.K., Mar. 8.
Pres. Fillmore, Dollar, Mar. 9.

KIDDERPORE

Springbank, Bank, Feb. 15.
Thurland Castle, D'well's, Feb. 16.
Emp. of Australia, C.P.S., Feb. 17.
Kuma Maru, N.Y.K., Feb. 19.
Tai Yin, Dodwell's, Feb. 20.
Pres. Johnson, Dollar, Feb. 23.
Kako Maru, N.Y.K., Feb. 24.
Jayansa Prince, Furness, Feb. 27.
Pres. Fillmore, Dollar, Mar. 9.
Tokliwa Maru, N.Y.K., Mar. 10.
British Prince, Furness, Mar. 13.

KIDDERPORE

Trentham, Bank, Feb. 21.
Main, Melchers, Feb. 23.
Sumatra, Gilman's, Mar. 3.
Nanking, Gilman's, Mar. 3.

KIDDERPORE

Agra, Gilman's, Feb. 20.
Benares, Gilman's, Mar. 11.
Asia, Manners, Mar. 19.

KIDDERPORE

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW, SHANGHAI & TIENTSIN	"SINKIANG" ... On 16th Feb.	Daylight
AMOI, SWATOW & SINGAPORE	"ANHUI" ... On 16th Feb.	8 a.m.
SWATOW & SINGAPORE	"KALGAN" ... On 16th Feb.	11 a.m.
SHANGHAI & DALNY	"LUCHOW" ... On 16th Feb.	5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SZEORUEN" ... On 18th Feb.	Daylight
FOOCHOW, WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW" ... On 15th Feb.	10 a.m.
AMOI, NINGPO & SHANGHAI	"NEUCHOW" ... On 19th Feb.	3 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SOOCHOW" ... On 23rd Feb.	Daylight
SHANGHAI & DALNY	"CHENAN" ... On 23rd Feb.	Daylight
SWATOW & SINGAPORE	"KIANGSU" ... On 23rd Feb.	11 a.m.
SWATOW, AMOI, SWATOW & SINGAPORE	"ANKING" ... On 24th Feb.	8 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SEANTUNG" ... On 25th Feb.	Daylight
SHANGHAI	"CHENTU" ... On 27th Feb.	Daylight
HONGKONG, PAKHOI & HAIPHONG	"STEAMER" ... On 27th Feb.	10 a.m.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, Agents.
Telephone Central 36.

CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"
THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM
HONGKONG TO AUSTRALIAN PORTS
Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Days Home	Days to Sail
CHANGTE ...	In Port 11th February	18th February
TAIPING ...	11th March	18th March
CHANGTE ...	11th April	18th April
TAIPING ...	11th May	20th May

For Freight and Passage Apply to— BUTTERFIELD & SWIRE, Agents.
Telephone: CENTRAL 36.

THE EAST ASIATIC CO. LTD. COPENHAGEN.

The M.S. "ASIA"
on or about
19th MARCH

PORT SAID, DUNKIRK, ANTWERP, ROTTERDAM,
AMSTERDAM, BREMEN, HAMBURG, COPENHAGEN
AND OTHER SCANDINAVIAN & BALTIC PORTS.

OTHER SAILINGS:	SHANGHAI, ETC.	CONTINENT, ETC.
M.S. "Afrika" ...	12th March	12th April
M.S. "Malaya" ...	3rd April	13th May
M.S. "Danmark" ...	1st May	11th June
M.S. "Panama" ...	1st June	10th July
M.S. "Java" ...	1st July	10th Aug.
M.S. "Asia" ...	1st August	10th Sept.

Optional Bills of Lading issued to United Kingdom Ports.
For further particulars, please apply to—

JOHN MANNERS & CO. LTD.
MERCANTILE BANK BUILDINGS.
Agents.
Telephone C. 4071.

PRINCE LINE

AUGMENTED SERVICE
SAILINGS EVERY 14 DAYS

TO
BOSTON

AND
NEW YORK

"JAVANESE PRINCE" ... Feb. 27th
"BRITISH PRINCE" ... Mar. 13th
"JAPANESE PRINCE" ... Mar. 27th

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.
For Freight, Passage Rates and Full Particulars, Apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165. (Incorporated in Great Britain)
Telegrams: Furprince. King's Building.



FRENCH MAIL STEAMERS

Sailings from Hong Kong:

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.
To Yokohama via Shanghai and Kobe.

ANDRE LEBON ...	25th Feb.
PORTHOS ...	11th Mar.
CHENONCEAUX ...	25th Mar.
ATHOS II ...	8th Apr.
D'ARTAGNAN ...	22nd Apr.
ANGERS ...	6th May
SPHINX ...	20th May
G. METZINGER ...	3rd June
CHENONCEAUX ...	26th Feb.
ATHOS II ...	12th Mar.
D'ARTAGNAN ...	26th Mar.
ANGERS ...	8th Apr.
SPHINX ...	22nd Apr.
G. METZINGER ...	6th May
ANDRE LEBON ...	20th May
PORTHOS ...	3rd June

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port-Said, or Djibouti.

For DUNKIRK via Port-Said, Oran, Casablanca, Hamburg, Rotterdam, (Antwerp).

For Full Particulars, apply to—

Cie. des MESSAGERIES MARITIMES.
3, QUEEN'S BUILDING.
Telephone: C. 651 and 740.

ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	Hour	FEBRUARY 13, 1930.					FEBRUARY 14, 1930.				
		Barometer at Sea Level	Thermometer	Wind	Direction	Force	Barometer at Sea Level	Thermometer	Wind	Direction	Force
Wladivostok ...	12	30.56	77.3	7	N	6	30.52	77.5	00	NNE	7
Nemuro ...	11	29.53	75.0	...	N	4	30.03	76.4	...	NNW	3
Hokodate ...	...	29.90	75.9	...	NNW	6	30.18	76.5	...	NW	4
Tokio ...	...	30.00	76.2	...	NW	3	30.22	76.7	...	NNE	1
Kobe ...	...	30.30	78.9	...	...	0	30.34	77.0	...	NNE	1
Nagasaki ...	...	30.37	77.5	...	ENE	1	30.34	77.0	...	NNW	1
Kagoshima ...	...	30.33	77.0	...	ENE	1	30.26	76.8	...	ENE	1
Oshima ...	...	30.30	76.9	...	NNE	1	30.12	76.5	...	NNW	1
Naha ...	...	30.26	76.8	...	ESE	1	30.00	76.2	...	NW	1
Ishigakijima ...	...	30.20	76.7	...	SE	3	30.16	76.0	...	N	1
Bonin Island ...	...	30.10	76.4	...	WNW	2	30.41	77.4	...	N	0
Chefoo ...	13	30.41	77.2	40	ENE	1	30.50	77.4	92	NNW	2
Shanghai ...	14	30.44	77.3	46	NE	1	30.50	77.4	92	NNW	2
Guziaf ...	...	30.46	77.3	50	NNE	1	30.45	76.3	46	NE	4
Sharp Peak ...	...	30.20	76.7	48	E	1	30.29	76.3	48	NE	4
Amoy ...	...	30.23	76.7	52	ENE	2	30.18	76.6	51	NE	4
Swatow ...	...	30.16	76.6	56	NE	1	30.24	76.8	57	NE	4
Taihou ...	11	30.24	76.8	61	SV	2	30.20	76.7	55	N	4
Taihu ...	...	30.19	76.8	59	N	4	30.14	76.5	57	N	4
Taiwan ...	...	30.15	76.5	79	E	3	30.11	76.4	64	NE	4
Koshan ...	...	29.21	76.4	52	NNE	6	30.20	76.7	54	NNE	6
Pescadore ...	...	30.15	76.5	54	NE	0	30.23	76.8	52	NNW	1
Hong Kong ...	14	30.16	76.6	...	NNW	4	30.26	76.8	...	N	4
Gap Rock ...	...	30.15	76.5	50	N	4	30.26	76.8	48	N	4
Macao ...	...	30.07	76.3	67	NE	5	30.16	76.6	65	NE	5
Hoihow ...	...	30.17	76.2	59	SSE	2	30.31	76.9	54	NE	4
Pratas Island ...	15	30.06	76.3	63	NNW	4	30.15	76.5	63	NW	6
Phulien ...	...	29.93	76.0	77	ENE	6	30.00	76.2	72	N	4
Tourane ...	...	29.93	76.2	75	SE	4	30.02	76.2	73	SSE	4
Cape St. James ...	14	30.05	76.3	75	NE	2	30.05	76.3	68	NE	3
Basco ...	...	30.05	76.3	75	NE	2	30.05	76.3	66	NE	3
Apurri ...	...	30.01	76.2	79	NE	1	30.05	76.3	66	NE	3
Tuguegarao ...	...	29.97	76.1	82	ESE	4	30.04	76.2	64	NE	3
Vigan ...	...	29.98	76.1	84	NE	4	30.00	76.2	66	NW	2
Manila ...	...	29.98	76.1	84	NE	4	29.98	76.1	82	NNW	4
Legaspi ...	...	29.98	76.1	84	NE	4	29.98	76.1	82	NNW	4
Calbayog ...	...	29.98	76.1	84	NE	4	29.98	76.1	82	NNW	4
Tacloban ...	...	29.98	76.1	84	NE	4	29.98	76.1	82	NNW	4
Loilo ...	...	29.98	76.1	84	NE	4	29.98	76.1	82	NNW	4
Cebu ...	...	29.98	76.1	84	NE	4	29.98	76.1	82	NNW	4
Surigao ...	...	29.98	76.1	84	NE	4	29.98	76.1	82	NNW	4
Saipan ...	12.22	29.97	75.7	...	NNE	6	29.98	75.9	...	NE	6
Guam ...	11.00	29.96	75.8	...	NNE	4	29.98	75.9	...	NE	3
Yap ...	...	29.96	75.8	...	NNE	4	29.98	75.9	...	NE	3
Pelew ...	...	29.96	75.8	...	NNE	4	29.98	75.9	...	NE	3
Ponape ...	...	29.96	75.8	...	NNE	4	29.98	75.9	...	NE	3
Labuan ...	14	29.93	75.7	83	NE	6	29.98	75.9	77	91	...

February 14d. 11A. 03m.—The anticyclone central over N. China has strengthened.
Strong monsoon along the S.E. coast of China and fresh monsoon over the N. China Sea.
Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.27 inch. Total since January 1, 3.61 inches, against an average of 2.24 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON FEBRUARY 15.

- 1.—Formosa Channel ... N. winds, strong.
- 2.—South coast of China between Hong Kong and Lamook ... N. winds, fresh; fine.
- 3.—Hong Kong to Gap Rock ... N. winds, fresh; fine.
- 4.—South coast of China between Hong Kong and Hainan ... N. winds, strong.

T. F. CLAXTON, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, February 14.

	Previous On Date	On Date	at
Barometer ...	30.13	30.33	30.35
Temperature ...	51	58	60
Humidity ...	92	73	60
Wind ...	...	...	...
Direction ...	Calm	N	N
Force ...	0	1	3
Weather ...	ORM	O	B
Rain ...	0.00	0.00	0.14

Highest open-air Temperature, 13:54
Lowest open-air Temperature, 14:52

B—Blue sky; C—Cloudy; D—Drizzle; F—Fog; L—Lightning; M—Mist; O—Overcast; P—Passing showers; Q—Squalls; R—Rain; T—Thunder.

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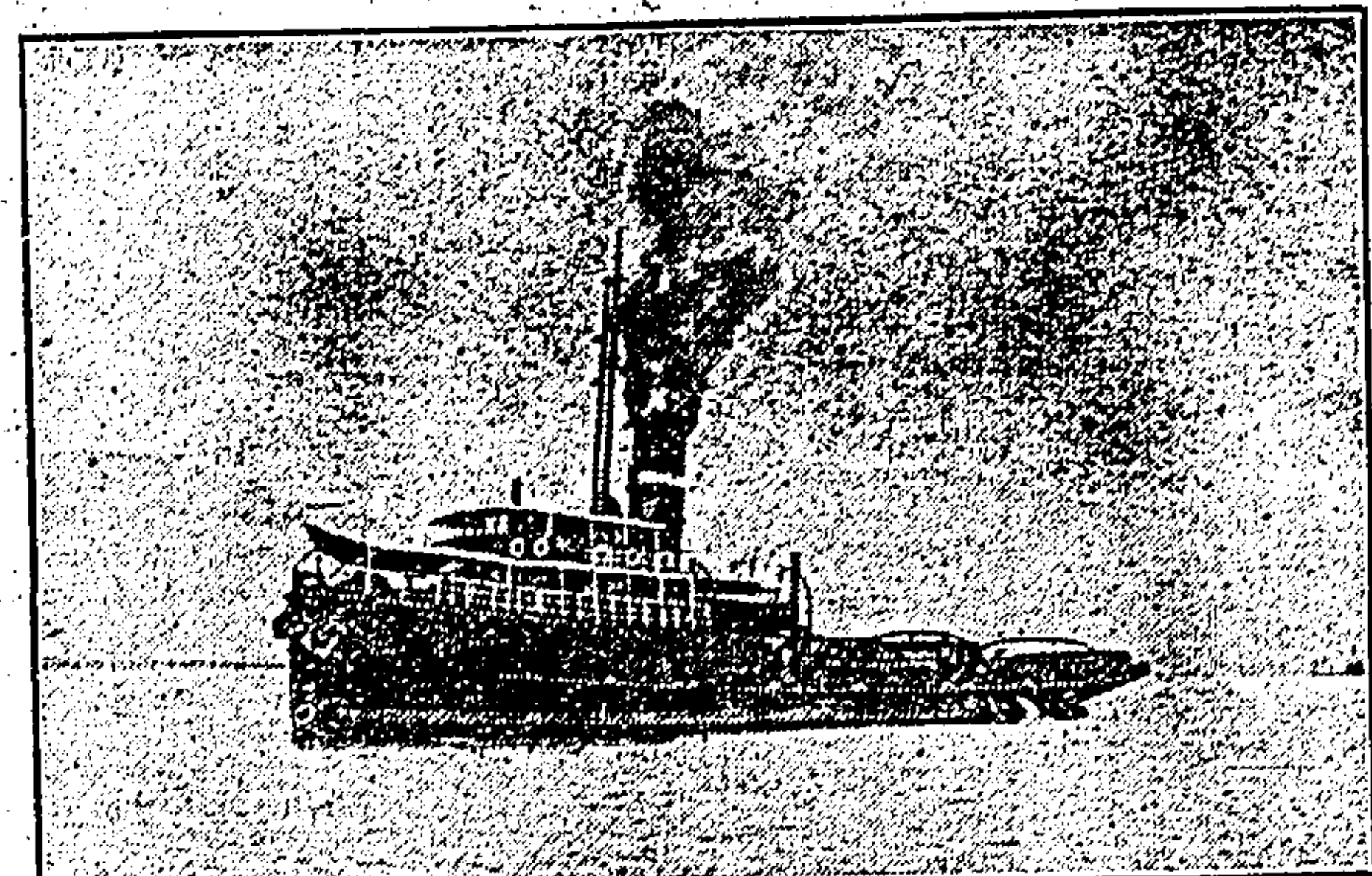
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R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED

RAILINGS SUBJECT TO ALTERATIONS

To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"HOPSANG" ... "HANGSANG" ... "YATSHING" ... "KWONGSANG"	Sun., 16th Feb., at 7 a.m. Wed., 19th Feb., at 7 a.m. Sun., 23rd Feb., at 7 a.m. Wed., 26th Feb., at 7 a.m.
OSAKA via AMOI, MOJI & KOBE	"YUENSANG" ... "SUISANG" ... "HOSANG"	Tues., 18th Feb., at 7 a.m. Wed., 26th Feb., at 7 a.m. Wed., 26th Mar., at 7 a.m.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG" ... "NAUSANG" ... "KUTSANG"	Tues., 18th Feb., at 3 p.m. Mon., 24th Feb., at 3 p.m. Tues., 4th Mar., at 3 p.m.
SANDAKAN	"MAUSANG" ... "HINSANG"	Mon., 24th Feb., at 3 p.m. Sat., 1st Mar., at Noon
TIENTSIN via SWATOW	"CHEONGSANG"	Sun., 23rd Feb., at 7 a.m.
TIENTSIN via SWATOW & FOOCHOW	"CHIPSHING"	Thurs., 13th Mar., at 7 a.m.

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Motor Vessel "GLENAMAY" (via Oran) ...	16th February
Motor Vessel "GLENARF" ...	13th March
Motor Vessel "GLENBEG" ...	7th May
Steamship "GLENIFFER" ...	4th June

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENLUCE" ...	6th March
Steamship "CARNAVONSHIRE" ...	14th March
Motor Vessel "GLENBEG" ...	28th March

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NEXT SAILINGS TO EUROPE:

Express Freight S.S. "Franken" ...	departure 1st Mar.
Pass. S.S. "FULDA" ...	departure 8th Mar.
Express Freight S.S. "Gaul" ...	departure 18th Mar.
Express Freight S.S. "Main" ...	departure 28th Mar.
Pass. S.S. "TRIEN" ...	departure 5th Apr.
Express Freight S.S. "Dessau" ...	departure 15th Apr.
Express Freight S.S. "Lahn" ...	departure 25th Apr.

Passenger steamers sailing via Manila and Ports to Genoa, Rotterdam, Hamburg and Bremen.

Freight steamers sailing via Singapore and Ports to Marseilles, Rotterdam, Hamburg and Bremen.

NEXT ARRIVALS FROM EUROPE:

SAILINGS TO SHANGHAI & F. CHINA (Passenger steamers)

Freight S.S. "Main" ... due here 28th Feb.

Pass. S.S. "TRIEN" ... due here 13th Mar.

Freight S.S. "Lahn" ... due here 22nd Mar.

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SHINYO MARU ... 19th Feb. Thursday.

ASAMA MARU ... 27th Feb. Thursday.

SEATTLE, VICTORIA via Shanghai & Japan Ports.

SHIZUOKA MARU ... 28th Feb. Friday.

YOKOHAMA MARU ... 11th March. Tuesday.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM, via Singapore, Penang, Colombo & Suez.

KITANO MARU ... 22nd Feb. Saturday.

HARUNA MARU ... 8th March. Saturday.

SYDNEY & MELBOURNE via Manila & Paris.

KAGA MARU ... 19th Feb. Wednesday.

TANGO MARU ... 20th Feb. Wednesday.

BOMBAY via Singapore, Penang & Colombo.

TOKUSHIMA MARU ... 28th Feb. Friday.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.

BAKUYO MARU ... 2nd March. Sunday.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

KAWACHI MARU ... 8th March. Saturday.

NEW YORK, BOSTON via PANAMA.

KUMA MARU ... 18th Feb. Wednesday.

KAKO MARU ... 24th Feb. Monday.

LIVERPOOL via Port Said, Constantinople, Genoa & Marseilles.

DELGOA MARU ... 16th Feb. Sunday.

CALCUTTA via Singapore, Penang & Rangoon.

MORIOKA MARU ... 1st March. Saturday.

HAKODATE MARU ... 8th March. Saturday.

SHANGHAI, KOBE & YOKOHAMA.

KATORI MARU ... 17th Feb. Monday.

TOTORI MARU ... 18th Feb. Tuesday.

TANGO MARU (Nagasaki direct) ... 21st Feb. Friday.

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Shipping News

Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 24,900 TONS; THROUGH CARGO 22,200 TONS.

Cargo returns shown at the Harbour Office during the 24 hours ended at 9 a.m. yesterday carried by vessels arriving at Hong Kong were:—

British	Cargo for	Through
H.K.	H.K.	Ports
Kwaiyang, Bangkok 1,381	—	—
Hopsang, Canton —	945	—
Tasculusa, Singapore 8,900	—	—
Luchow, Amoy 625	605	—
Kalyan, Singapore 1,500	4,000	—
Newchwang, Shanghai 270	788	—
Karmala, Shanghai —	3,600	—
—	12,876	9,938
German	—	—
Bengeland, Shanghai —	5,350	—
Kathe, Dairen 200	1,900	—
—	200	7,250
Norwegian	—	—
Tonjer, Chinwangtao 1,500	2,000	—
Abera, Balikpapan 8,709	—	—
—	8,209	2,000
Japanese	—	—
Toyo Maru No. 5, Dairen 2,400	—	—
Malacca Maru, Chippoo 1,071	3,033	—
—	3,471	3,033
Chinese	—	—
Shiu Hing, Macao 66	—	—
—	66	—
Total	24,922	22,221

ARRIVALS AND DEPARTURES.

The arrivals and departures during the period under review were as follows:—

	Arr.	Dep.
British	9	8
German	2	1
Norwegian	2	2
Japanese	3	6
Chinese	2	2
Dutch	0	1
Total	18	20

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Kwaiyang (Br.) Bangkok, Swatow	25
Sinking (Br.) Canton	15
Karmala (Br.) Yokohama, Shanghai	4
Total	44

WITHIN CALL.

The following vessels to be expected in wireless communication with Hong Kong Radio yesterday:—Shirala, Kwangchow, Hanyang, Hosang, Kiangsu, Chinhua, Malacca Maru, Kalyan, Empress of Australia, Optennoort, Taihing, Sekko Maru, Taisei Maru, and Palembang.

DAILY WATERFRONT NEWS.

DIRTY WEATHER.

The master of the a.s. Kalyan, which arrived here yesterday from London via ports, states that a south-westerly gale was encountered in the Bay of Biscay and fresh monsoon in the China Sea.

The master of Malacca Maru, arriving from the North also reports "strong monsoon, drizzling, raining weather."

PASSENGERS.

Arrivals.

The following passengers arrived yesterday by the P. & O. s.s. Karmala from the North:—Mr. P. W. Blackwell, Miss E. Barnes, Miss E. M. Barnes, Capt. S. H. Bates, Miss L. Berger, Miss E. Outhbertson, Miss Cairns, Sister H. Constance, Mr. W. H. L. Chung, Mr. J. Davidson, Miss K. G. Gopie, Comdr. L. G. Garbett, Mr. P. L. Gildred, Mr. N. A. Gorman, Mr. E. Humphreys, Miss J. P. Huggett, Mr. W. Hung Min, Mr. W. Hay, Mr. Chan Hen, Mr. and Mrs. R. Hultzen, Mr. P. W. Hawthorne, Mr. R. E. Jenner, Mrs. J. S. Jameson and two children, Mr. J. Jones, Mr. J. A. Jameson, Mrs. C. Kib, Mrs. K. Kai, Miss K. Kin, Mr. and Mrs. C. Kelly, Mr. and Mrs. A. F. Lockyer and infant, Mrs. Lew, Mr. J. Y. Lee, Mr. W. W. Murdoch, Mrs. C. J. Merritt, Mrs. G. E. Marshall, Mr. D. Motiram, Mr. E. Meyer, Miss F. Mann, Mr. W. W. Mark, Mr. C. S. Ming, Mr. N. Noddy, Mr. A. Piria, Mr. G. Potts, Mr. P. Pison, Mr. and Mrs. R. W. Rice, Mr. and Mrs. R. C. Robertson and child, Mrs. E. O. Regan, Mr. F. O. Regan, Mr. U. H. Rana, Mr. J. Speakman, Mr. E. Simpson, Mr. A. Stephenson, Mr. and Mrs. D. F. Smith, Mr. D. Smith, Mr. R. Smith, Mrs. H. F. Szio, Mr. H. S. Scudimore, Miss M. Sutcliffe, Mr. N. Stone, Mr. T. E. Woodall, Mr. J. Wilkinson, Mr. G. Wombwell, Mr. and Mrs. S. Winer, Miss B. Winer, Mr. B. Winer, and Mr. and Mrs. Wricke.

SHIPS IN HARBOUR.

The following vessels were in harbour yesterday:—

Wharves:—Kowloon: Kalyan, Malacca Maru, Empress of Australia, Karmala; Holt's: Changte, Menestheus; Socony: Lanchuk; Thurland Castle: O.S.K.; Canton: Thurland Castle; Laprak: Hanching; Docks:—Kowloon: Empress of Asia, San Bernardino, Manole; Tai-ko; Taming, Kwichow, Halvard, Tai Poo Shek, Huichow, Fatsan, Chekiang, Kanchow; Aberdeen: Hong Peng.

Buoys:—A2 Tjialak, A3 Chang-te, A4 Shidzuoka Maru, A5 Tyndareus, A6 Kentucky, A8 Potter, B9 Sinking, A10 Telemachus, B11 Kalgan, B12 Newchwang, C15 Hanching, B24 Iowa, A25 Springbank, B32 Hopsang, B34 Kwaiyang, B36 Chian Lee, C37 Luchow, B38 Halvard, C39 Hiram, C40 Clara Jensen, C41 Start, C42 Pong Tong, C43 Canton, C44 Kathe, C45 Toyo Maru No. 5, C53 Tetsuzan Maru.

ARRIVALS.

February 14.

Empress of Australia, British str., 21,833 tons, Capt. R. G. Letta, from Manila, Kowloon Wharf.—C.P.R.

Hai Hing, Norwegian str., 1,445 tons, Capt. O. Olsen, from Hoihow, buoy No. C15.—Thoresen & Co.

Kalyan, British str., 9,144 tons, Capt. S. H. Cochrane, from London and ports, Kowloon Wharf.—Mackinnon, Mackenzie & Co.

Karmala, British str., 9,128 tons, Capt. W. Rollo, from Yokohama, Kowloon Wharf.—P. & O.

Malacca Maru, Japanese str., 5,373 tons, Capt. M. Sumi, from Moji, Kowloon Wharf.—N.Y.K.

Newchwang, British str., 1,480 tons, Capt. P. J. Green, from Amoy, buoy No. B12.—B. & S.

Palembang, Dutch str., 1,029 tons, Capt. W. A. Ouwerkerk, from Swatow, Stonecutters.—A.P.C.

Sinking, British str., 1,018 tons, Capt. J. Tinson, from Canton, buoy No. B9.—B. & S.

Spring Bank, British str., 3,153 tons, Capt. T. E. Alexander, from Tientsin, buoy No. A23.—Bank Line.

Tetsuzan Maru, Japanese str., 1,240 tons, Capt. Sakurai, from Keelung and Macao, buoy No. C53.—Wada Jimusho & Co.

CLEARANCES

February 14.

Clara Jensen, for Saigon, Haiching, for Swatow, Hoi Hing, for Swatow, Kalyan, for Shanghai, Karmala, for Singapore, Kathe, for Canton.

Malacca Maru, for Singapore, Newchwang, for Canton, Palembang, for Haiphong, Potter, for Panama, Semiramis, for Balikpapan, Springbank, for Hilo, Tasculusa, for Palembang, Tyndareus, for Kobe, Ursula Rickmers, for Nagasaki.

WARSHIPS IN PORT.

The following warships were in port yesterday:—

North Wall.—Stormcloud, Herald, Petersfield, Iroquois, Sandwich, Thracian.

North Arm.—Bruce, West Wall.—Kent.

In Dock.—Seraph, Cicala.

No. 7 Buoy.—Sierling.

No. 11 Buoy.—Bridgewater.

No. 12 Buoy.—Serapia.

No. 13 Buoy.—Moth.

Foreign:—Men of War.—French cruiser Waldeck-Rousseau; U.S. gunboat Mundanao.

SERVICE TO READERS.

THE HONG KONG DAILY PRESS, Ltd., and the HONG KONG WEEKLY PRESS, through their London Office, at 21, Bards Lane, Fleet Street, E.C. 4, are prepared to give Subscribers and Visitors advice regarding accommodation available, motoring facilities, suitable shopping centres, etc.

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NEW YORK, BOSTON & BALTIMORE

"CITY OF LILLE" ... 16th March

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MAURITIUS & SOUTH AFRICA

"TINHOU" ... 10th April

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PENINSULAR AND ORIENTAL, fortnightly DIRECT ROYAL MAIL STEAMERS. (Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"KARMALA"	9,128	15th Feb., Noon	Mars. L'don, Hull, R'dm. & A'werp.
"KIDDERPORE"	5,373	19th Feb.	Strait, Colombo & Bombay.
"MACDONALD"	11,120	1st Mar.	Marselles and London.
"KASHMIR"	8,985	8th Mar. [Mar.]	1st Mar. Hull, H'by, B'ham, A'werp.
"KALYAN"	9,144	18th Mar.	Mars. L'don, Hull, R'dm. & A'werp.
"ALIPORE"	5,373	19th Mar.	Strait, Colombo & Bombay.
"RAWALPINDI"	16,619	29th Mar.	Bombay, Marselles and London.
"MALWA"	10,980	12th Apr.	Bombay, Marselles and London.
"RAJPUTANA"	16,568	26th Apr.	Bombay, Marselles and London.
"KASHGAR"	9,005	10th May	Mars. L'don, Hull, R'dm. & A'werp.
"MANTUA"	10,946	24th May	Bombay, Mars. & London.
"KEYBER"	9,114	31st May [Mar.]	1st Jun. Hull, H'by, R'dm. & A'werp.
"KHIVA"	9,135	7th June	Marselles, London & Hull.
"RANPURA"	16,601	21st June	Bombay, Marselles & London.
"KARMALA"	9,128	28th July	Marselles and London.
"MOREA"	10,954	19th July	Bombay, Marselles & London.
"KALYAN"	9,144	2nd Aug.	Marselles, London and Hull.
"RAJPUTANA"	16,568	16th Aug.	Bombay, Marselles and London.
"KASHMIR"	8,985	30th Aug.	Marselles & London.
"MANTUA"	10,946	13th Sept.	Bombay, Marselles & London.
"KASHGAR"	9,005	27th Sept.	Marselles & London.
"MALWA"	10,980	11th Oct.	Bombay, Marselles & London.

* Cargo only. † Calls Casablanca.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"TAKIWA"	7,336	25th Feb.	Singapore, Penang & Calcutta
"TILAWA"	10,006	11th Mar.	do.
"TALAMBA"	8,018	21st Mar.	do.
"TAKADA"	9,649	25th Mar.	do.
"TALMA"	10,000	12th Apr.	do.

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"TANDA"	8,956	29th Feb.	Manila, Sandakan, Thursday
"ST. ALBANS"	4,500	4th Apr.	Island, Townsville, Brisbane, Sydney and Melbourne
"NELLORE"	6,353	2nd May	do.

* Calls Port Holland.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia The P. & O. S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Oahu, Kolombangara, Tawao, Timor, Durbin, or other ports en route as indicated.

Frequent connections from Australia with the following:—The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal. The P. & O. Branch Service of Steamers to London via the Cape. The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"KALYAN"	9,144	15th Feb. 10 a.m.	Sh'hai, Moji, Kobe & Yokohama.
"TILAWA"	10,006	20th Feb.	Amoy, Moji, Kobe, Yokohama & Osaka.
"TALAMBA"	8,018	25th Feb.	Amoy, Sh'hai, Moji, Kobe & Osaka.
"RAWALPINDI"	16,619	29th Feb.	Sh'hai, Kobe & Yokohama.
"TAKADA"	9,649	4th Mar.	Amoy, Moji, Kobe & Osaka.
"ST. ALBANS"	4,500	11th Mar.	Moji, Kobe, Osaka & Yokohama.
"MALWA"	10,980	14th Mar.	Sh'hai, Moji, Kobe & Yokohama.
"KASHGARE"	9,583	17th Mar.	do.
"TALMA"	10,000	22nd Mar.	Amoy, Moji, Kobe & Osaka.
"BRITANA"	—	27th Mar.	Sh'hai, Moji, Kobe & Yokohama.
"RAJPUTANA"	16,588	28th Mar.	Sh'hai, Kobe & Yokohama.
"KHYBER"	9,114	6th-Apr.	Sh'hai, Moji, Kobe & Yokohama.
"KASHGARE"	9,005	11th Apr.	do.
"MANTUA"	10,946	18th Apr.	do.
"LAHORE"	5,804	5th May	do.
"KHIVA"	9,135	9th May	do.
"RANPURA"	16,601	23rd May	do.
"KARMALA"	9,128	6th June	do.
"MOREA"	10,954	20th June	do.
"KALYAN"	9,144	4th July	Shanghai, Kobe & Y'hama.
"RAJPUTANA"	16,563	18th July	Sh'hai, Moji, Kobe, & Yokohama.
"KASHMIR"	8,985	1st Aug.	do.
"MANTUA"	10,946	16th Aug.	do.
"KASHGAR"	9,006	29th Aug.	do.
"MALWA"	10,980	12th Sept.	do.
"KHIVA"	9,135	16th Sept.	do.
"MOREA"	10,954	19th Oct.	do.
"MACEDONIA"	11,120	24th Oct.	do.
"RAWALPINDI"	16,619	7th Nov.	Sh'hai, Kobe & Yokohama.
"KALYAN"	9,144	25th Nov.	Sh'hai, Moji, Kobe & Yokohama.
"RANCOH"	16,650	5th Dec.	Sh'hai, Kobe & Yokohama.

